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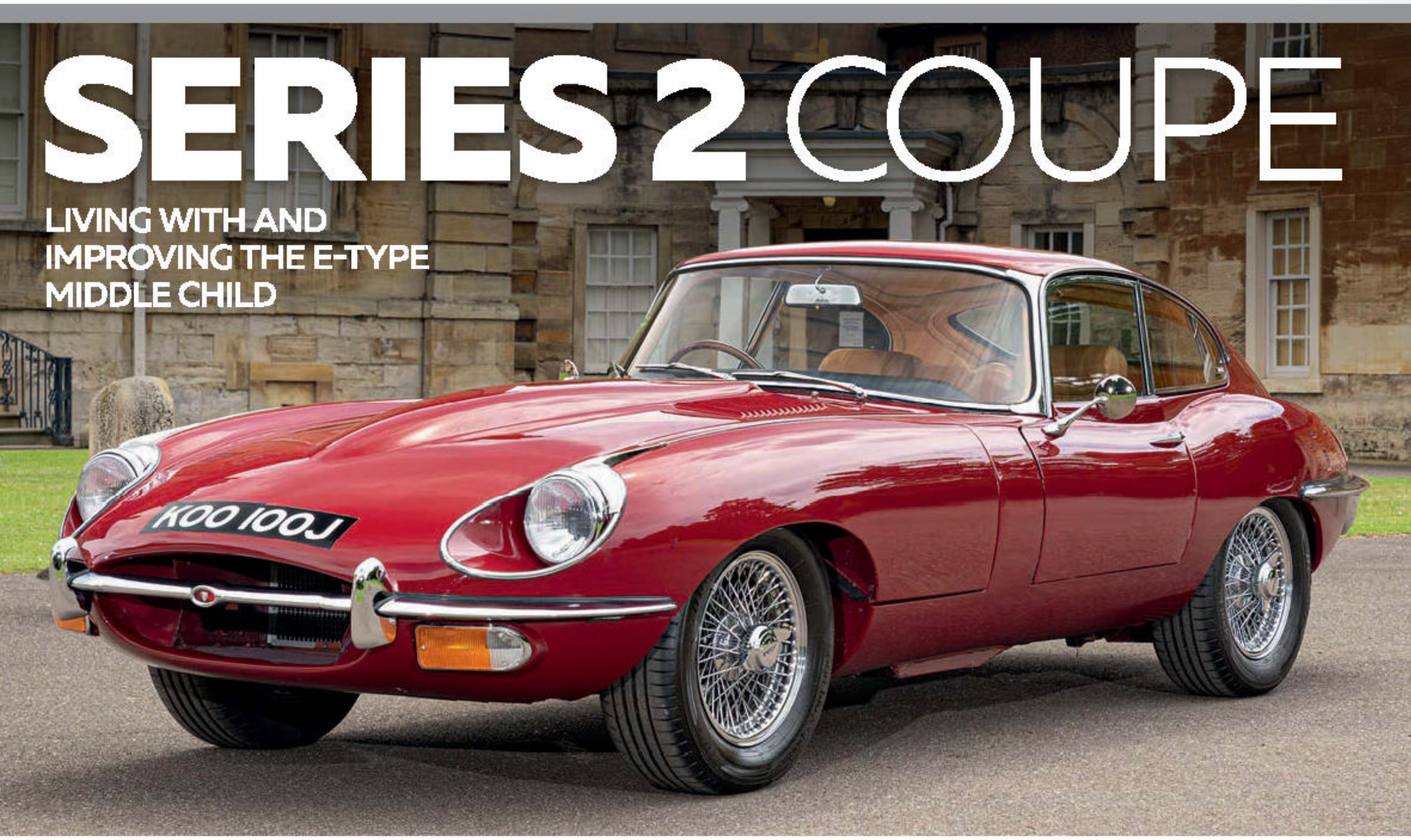

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Spending more time with my restoration projects....

In an unexpected turn of events, this transpires to be the last issue of *Classic Jaguar* with myself as helmsman. Invoking the spirit of awards ceremonies everywhere: I wouldn't be where I am today without 'my team' - First and by no means least, I want to thank Mark Baker – the title Art Editor just doesn't cover the breadth of the man's talent, his ability to turn raw copy into a work of art astounded me on a bi-monthly basis. I owe it all to my contributors, not only those listed to your left – but also Jim Patten, Craig Talbot and anyone else who knows me... The strength of the magazine has not been my ramblings, but their multiple authoritative voices. One joy of editorship has been to be the first to read their well-researched features and learn of their personal Jaguar experiences. As you may have suspected all along – former editor, Paul Guinness has been lurking in the shadows, keeping me sane and ensuring the excesses of my 'sense of humour' have been tempered.

To turn to more pressing issues, namely this one, I wouldn't want my last publication to go by without marking the 62nd anniversary of the iconic E-Type. Having effectively celebrated the 27th anniversary of the XK8 in the previous issue, we turn to its spiritual and styling forebear and learn of two very different tales from opposite hemispheres.

Following on from Emma Simpson's trackday novice experiences, we notch up the pressure to James Wall's tale of competition in Jaguar club level racing. You will have realised that all these features would be as to nothing without great photographic content – Peter Simpson shares the relevant secrets on pages 42 & 82 to enable you to emulate the work of the professionals (or not).

As you are reading this, the first Jaguar Spares Day would have taken place at its new Malvern venue, hopefully it was a roaring success and all are looking forward to the next edition on October 8th – if you were really unfortunate, you may have met me there. Another potential ex-editor encounter reminder: join us at the Goodwood 'Mike Hawthorn Trackday' on July 5th – full details on page 8 of the last issue.

Please now turn the page and peruse the other myriad options provided for your reading pleasure. However, before you do. For one final time it is my pleasure to bring to your attention that the most cost-effective way of guaranteeing your copy of this magazine is to take out a subscription. It can be arranged anytime, quickly and easily – and we have some great offers available. Simply go online to **shop.kelsey.co.uk/subscription/CJG** and see what's available. Or if you fancy stocking up on various back issues or pre-ordering the truly mystifying **June/July 2023** issue which hits the newsstands on **Friday May 5th**, you can shop here: **shop.kelsey.co.uk/issue/CJG**.

So long, and thanks for all the fish...

Ray Ingman
ray.ingman@kelsey.co.uk

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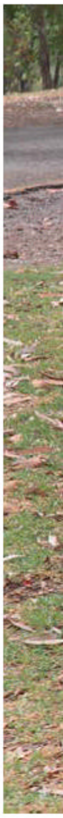

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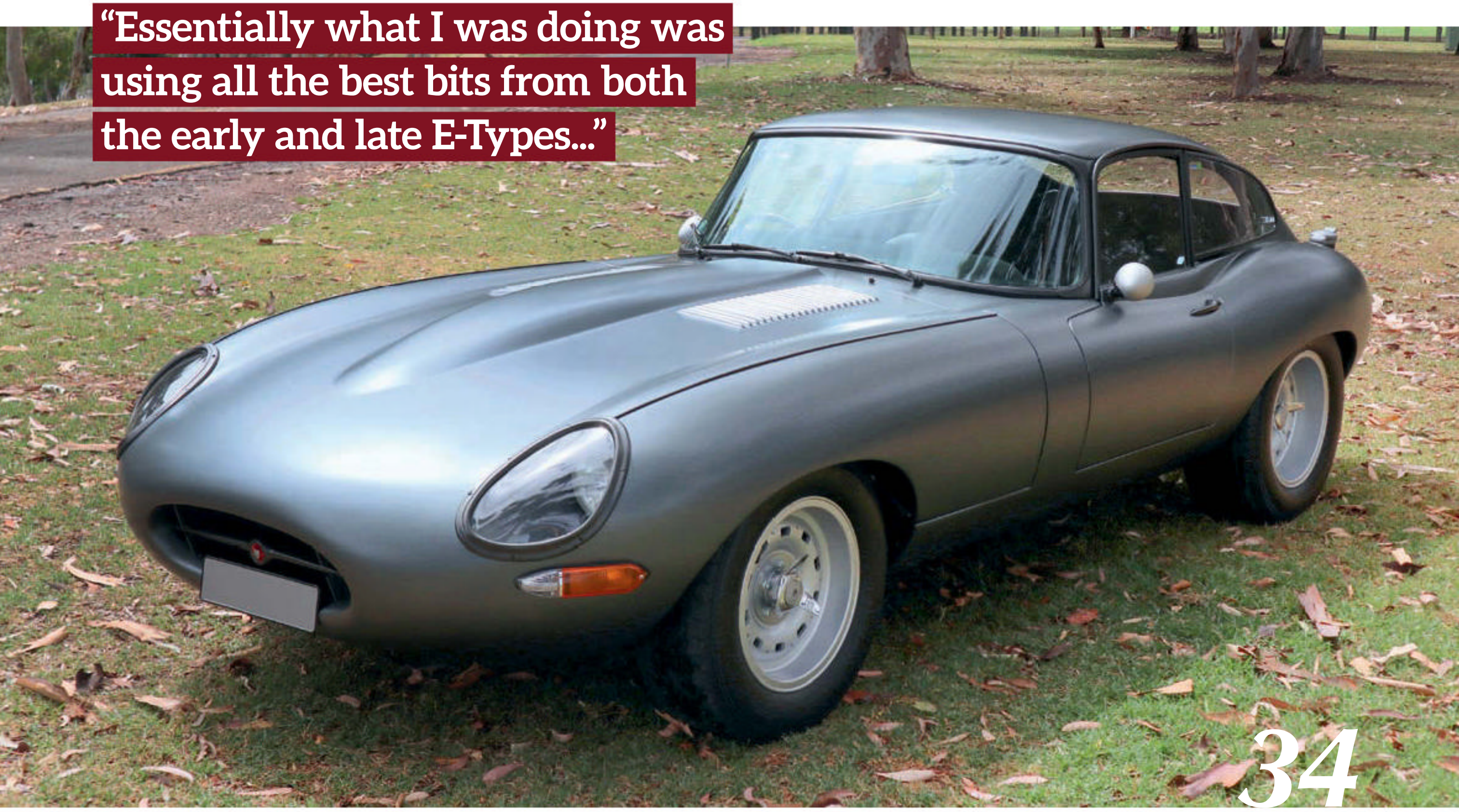
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UP FRONT NEWS AND VIEWS

BREAKFAST CLUB 2023

The British winter may have been exceptionally wet although the monthly Jaguar Breakfast Club shrugged this off and continued to attract high volumes to its meetings, strengthening its position as the world's largest regular Jaguar gathering. Generally assembling on the first Saturday of every month, the most frequently employed venue is the British Motor Museum in Warwickshire, also home to the Jaguar Daimler Heritage Trust vehicle collection.

The organisers are gearing up for a busy year of events including a number of 'away days' and this summer will see many themed dates and special displays from XJ220s, XJ Coupés and the XJS Club national day to a tenth anniversary display of the modern F-Type, along with 'Supercharged Saturday' in June, one of the most popular annual events on the calendar.

The JBC has no membership structure and charges no subscription fee, being organised by volunteers to provide a free meeting place for all Jaguars and their owners whether classic or modern (that applies to the owners too!). For more details on past and future events please visit the dedicated website: **www.jaguarbreakfastclub.org.uk**

Over 200 Jaguars on a February day is not uncommon

Exclusive access to the impressive facilities of Jaguar Classic is a privileged 'away day' on the calendar

---

ED ABBOTT'S RALLYING XJ-S

Very few people choose to rally a pre-HE XJ-S, in fact we believe the number is one. Former Jaguar development engineer, Ed Abbott, who worked alongside Norman Dewis and was instrumental in the development of the XJ-S and Series 3 XJ, is that one. He recently competed in the 2023 HERO ERA Winter Challenge. He reports that his XJ-S "did itself proud" on the 2750 mile round trip to Monaco and back. Achieving 5th overall and 1st in class, representing a great result for himself and navigator Paul Bosdet. It was apparently "a moderately tough event with enough snow and ice to catch several out and keep the concentration going!" Ever the analytical engineer, he noted "The 780 mile return trip from Monaco was achieved in 12 hours - something the XJ-S was designed to do, but rarely did.." Further recording that "22.00 mpg @ 80 mph was consumed on the motorway compared with 14.00 mpg during competition. By contrast, a rival Healey 3000 used 12.5mpg; Oil consumption was 690 mpp on the 70,000 mile engine.." Impressive statistics!

He closed by saying "Great to be still driving an XJ-S 50 years since I drove one of the first prototypes.. and proud that is virtually the only Pre- HE XJ-S doing this stuff."

Next rally outing? The Isle of Man in March.

Photo: HERO ERA

WORLD BEATING AUSTRALIAN RALLY

What is claimed to be the largest rally in the world, by number of entrants, the Adelaide Rally, is being staged this year from November 17th to 19th .

The South Australian State Government has committed AUD $2 million funding over four years to support the Rally, and as previously, it is being name-sponsored by Shannons, an Australian company that specialises in insurance for motor vehicles and those that compete on track, hill-climb, sprints and rallies.

This year's event will feature three days of tarmac stages in and around the beautiful city of Adelaide, including part of the track that was used for the Australian F1 event from 1985 to 1995. The cars will also take to the hills – the Adelaide Hills, including the Wairoa Spectator Stage at Aldgate on Saturday November 18th, which will include a lunch stop at Strathalbyn in the Fleurieu Peninsula and then finishes in the city parklands on Sunday November 19th

Another highlight is the street party on the Friday evening when cars parade around the city ending up in Gouger Street which is recognised Australia-wide for its many restaurants and pavement cafes and cuisine from the Far East. This is party time when cars and their drivers rub shoulders with the general public!

The 2023 Adelaide Rally will see a return to competition categories including the outright competition run under new Motorsport Australia technical rules. The 2022 rally attracted 420 cars from throughout Australia, New Zealand and further afield. This number is expected to be exceeded for 2023. If there is any time to visit Australia, this is it!

Entries will be open early in 2023 and further information can be found on: AdelaideRally.com.au. Or contact Adelaide Rally event director, Tim Possingham, **tim@adelaiderally.co.au**

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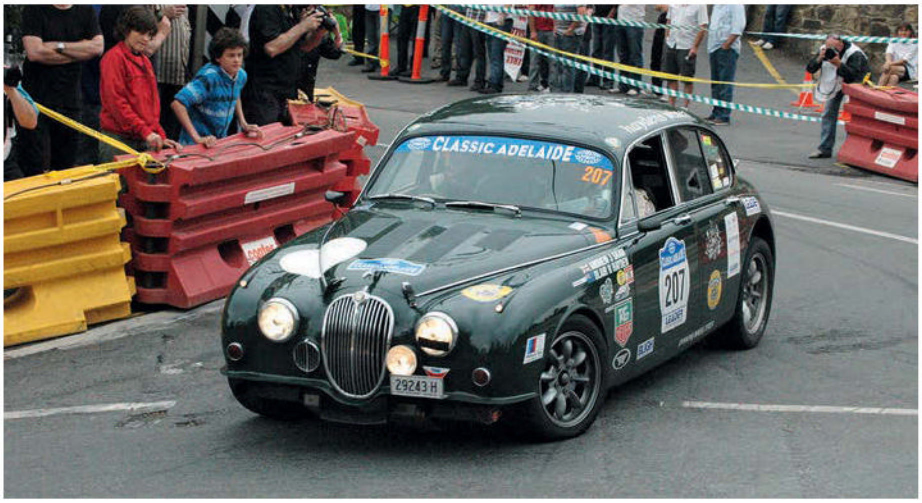
TROPICAL QUEENSLAND



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PRODUCT NEWS

We catch up with the latest must-have products and accessories aimed at today's classic Jaguar owner

NEW WATERPUMPS ▼

For many years the David Manners Group Ltd have been supplying rebuilt classic Jaguar and Daimler water pumps on an exchange basis. As time went by, it became difficult to maintain supply due to the natural wastage of core units to due to the corrosion and damage. This instigated a program of remanufacturing brand new units to original equipment specification. As an additional advantage, this means surcharges no longer have to be levied and the cost of return shipping is saved. Currently, the range consists of:

C28329N	Daimler V8 250, 2.5 V8	**£199.64**
C15694*	MK2 3.4/3.8, E-Type 3.8 and S-Type	**£113.57**
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C6746*	XK120 late	**£222.67**
GWP427*	XJ6 S2 and S3 steel fan	**£115.50**
GWP428*	XJ6 S3 plastic fan	**£106.66**

Prices include VAT

It is intended that the range will be extended over time. Assemblies include pulley flange, hose adaptors and gaskets, as required – just add coolant! Additionally, should you discover that your hoses are in less than perfect condition – DMG can supply individual hoses or full kits as required. **www.jagspares.co.uk; 0121 544 4040**

SIX CYLINDER OIL PUMP ▶

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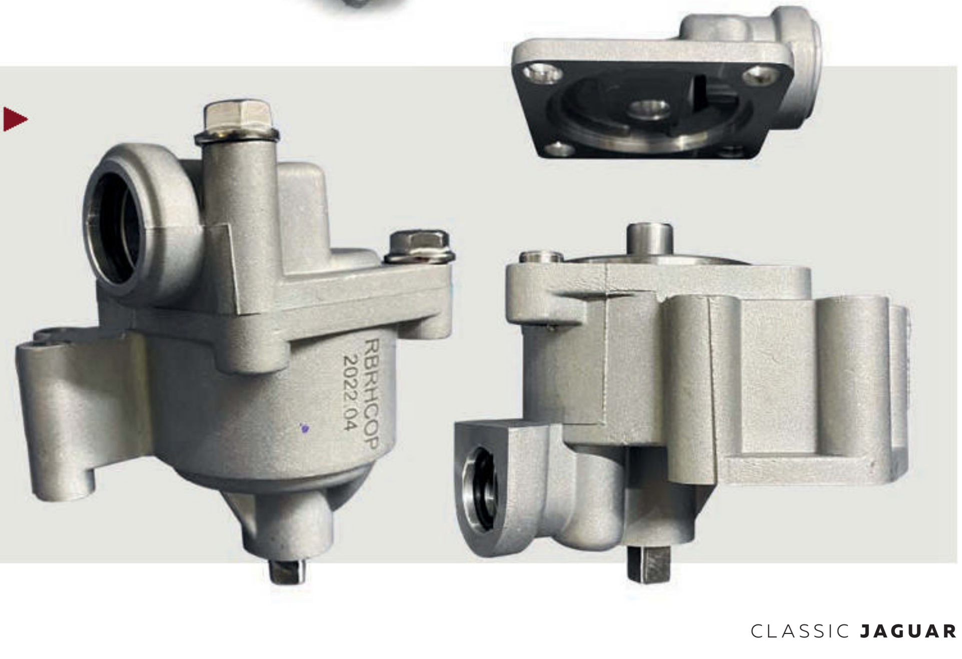
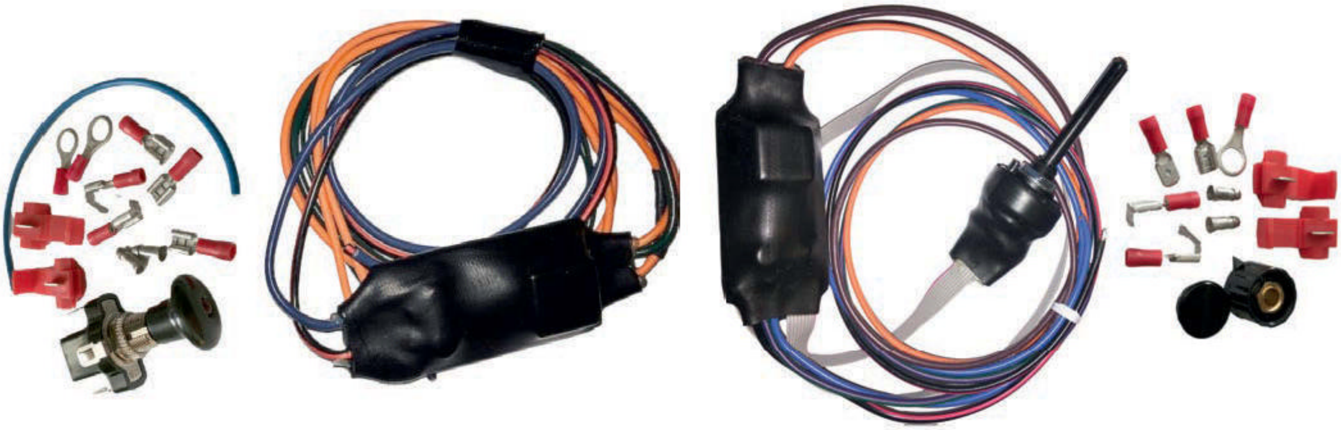
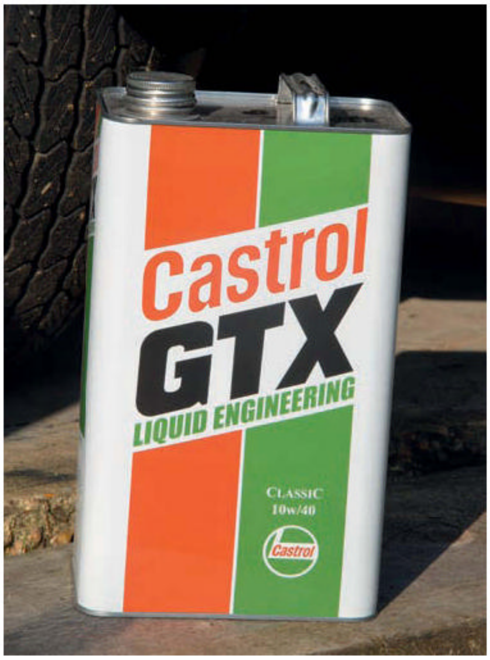




ELECTRONIC UPGRADES FOR CLASSICS ▲

Initially designing ingenious products for their own classic cars, Retronics soon realised that there was a demand from other owners as well, so they started to supply specialists and owners alike. On our modern cars, we take intermittent wipers for granted, while hazard warning lights are an essential should our pride and joy throw a tantrum. These, plus many other products and fitting instructions can be found by on their helpful website. The price for the wiper timer kit ranges from £54.99 to £59.99, while the hazard warning light kit is from £49.99 to £59.98. They are available for both negative and positive earth. **www.retronicsonline.com; 07407 646635**



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THE RETURN OF LIQUID ENGINEERING ▲

If there is a single name to tug at the automotive nostalgic heartstrings, it is GTX. Castrol, the manufacturer, was almost incidental. Everyone used GTX, and for a very good reason. It was the best for the engines of the day. Formulated as a 10w/40 grade, the high quality mineral oil is suitable for all vehicles from 1978 through to 1993 (as well as many others either side of these dates). Now, it has been reintroduced by Castrol Classic Oils, to join their intensive range of oils specifically made to the original formulation to suit older vehicles. Modern oils are incredibly complex, where limits are pushed to match today's technology. But these very needs oppose those of classic and vintage, where the fine oil would struggle with larger oil galleries, low pressure gear pumps and would damage cork/graphite/rope and leather seals. The full range from Castrol Classic covers almost a century of engines, from the dawn of motoring to the early nineties. Owners who have any doubts about the correct oil can consult Castrol Classics website or contact their office.

CASTROL MERCHANDISE

Acknowledging owner's pride in the product, a full range of Castrol branded items are also available, including some specifically wearing the GTX logo. **www.classicoils.co.uk; 01954 231668**

PRESENT AND NOW CORRECT

A succession of modern Jaguars and a driving experience gift led to Trevor Sherwood's tale of E-Type ownership and restoration…

WORDS: **RAY INGMAN** PHOTOGRAPHY: **GREGORY OWAIN**

Gazing on Trevor Sherwood's beautiful Series 2 E-Type coupe takes me back over four decades to my second E – a twin in model and external colour, but it would take spectacles of a very deep rose tint for me to believe the condition was similar.

As is often the case, Jaguar ownership tends to be something of an illness, once the bug has been contracted – there is rarely a permanent cure. The initial infection came in the shape of a 2005 S-Type 2.7 diesel, so taken was Trevor taken with the car, that he used it as his 'daily driver' up to a total mileage of 140k – hitherto, he had only kept vehicles for maximum of 30k. In 2016, a Lexus LC assumed the daily role, but Trevor needed another Jaguar in his life: Fortuitously, in 2010, Trevor saw an XK 5.0 coupe advertised by H.A Fox in Guildford with only 3k 'on the clock' after a short negotiation a deal was done. The first thing Trevor did was to have the car re-chipped and a Milltek exhaust fitted, by Viezu Technologies, greatly adding to his driving and visceral pleasure.

Moving on to 2021, Trevor's fleet was joined by a concours condition 3.0 petrol X350 saloon… but you may have noticed, this automotive chronology rather bypasses the subject of this feature. How and why did a classic E-Type enter Trevor's collection of more contemporary models?

THE E ARRIVES

On the occasion of a significant birthday celebration (actually 65 – Trevor isn't bashful over these things!) – his wife, Paula, treated him to a 'ride and drive' touring weekend experience around the Cotswolds. The car? – A primrose Series 3 V12 E-Type… so much did they enjoy the event, that there and then it was decided they needed an E in there life in »

As a tribute to his father, Trevor and his E visited 'Just Jane', the Lancaster bomber on display at the Lincolnshire Aviation Heritage Centre

order to recreate such tours on demand. The search was on, but inevitably not without much misdescription and disappointment – the first viewing of a car portrayed as "absolutely concourse" revealed a car (once the tarpaulin was removed!) covered in overspray and rust flakes, not exactly as described... Trevor had decided that a V12 was a little "too much", and Series 1s overpriced due to their market kudos. The more value for money, middle child Series 2 model was researched, its improved cooling and braking systems appealed, after all usability was the end goal of this mission.

Eventually in November 2018, a magazine advertisement from Alex Brimelow Cars was spotted. It contained a very minimal description, but the car sounded promising. The problem was, the vendor always seemed to be abroad on business, this may have rung trafficking alarm bells, but persistence paid off and eventually a date to view was set. Given the lack of narrative, there was no huge expectation. At first sight, Trevor viewed an ostensibly sound car, with no rust evident but needing a good polishing. The interior, however, was faded to four different shades of biscuit and the chrome work left a little to be desired. But it fitted the bill and a mild case of love at first sight ensued - negotiating done, an MOT test was undertaken, and the car safely delivered to its new home.

In order to determine exactly what he had acquired, the car was immediately dispatched to well respected classic Jaguar specialist, Ken Jenkins, along with a veritable sheath of documentation relating to the car's history. Ken's findings proved Trevor's instincts to be reliable, the paperwork revealed it had been in the long-term ownership of one Peter McCarthy (who had since passed away). During his tenure, he had totally stripped the car down and undertaken a 'nut and bolt' rebuild, although this was some three decades ago. The records tended to suggest that the 68k mileage recorded on the odometer was likely to be accurate.

Nevertheless, not one to be easily impressed, Ken reported that all the »

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work had resulted in a car that was "brilliantly put together", Peter's attention to even the tiniest detail was impressive. As a side note, one amusing aspect of Peter's thorough thought process was that EVERYTHING had labels detailing dates of fluid changes, capacities, and anything else he though relevant. But as is inevitable, time hadn't been kind to some aspects of the aging restoration, most notably the supposedly superior Series 2 brakes were very poor and lacked servo assistance. During Ken's initial recommissioning, rebuilt OE Girling calipers were fitted (seized pistons had been the major contributor to inefficiency) and the servo system overhauled to rectify retardation matters to factory specification. Additionally, Ken felt that the dampers were beyond their 'sell by' date and replaced them with a full set of superior Konis.

Finally taking to the road in anger, Trevor was now happy with the brakes, but found the handling to be skittish... Holding that thought, on his second outing a more major concern arose! Fuel started pouring out of the float chamber overflow pipes – not wising to be part of an impromptu barbeque, this was a matter that needed to be immediately addressed!

Engineering was an inherited passion in Trevor's life, his father was a Lancaster pilot and skilled engineer. Trevor thus became a very 'hands on' character – amongst early childhood memories were visions of pumping brake pedals in the snowy depths of winter. Later in life he acted as mechanic for his then brother-in -law's burgeoning Formula Ford 1600 racing career – cut short when Formula 3000 beckoned and the limits of driving talent were reached. A life in

spent in Petro-chemical engineering cemented his skills, so stripping down the three SU carburettors held no fear whatsoever, (however, the fact this was accomplished in the family kitchen may have engendered terror, had Paula found out…). Two of the three brass floats proved to be porous, allowing them to fill with fuel and sink, relieving pressure on the needle valves, easily rectified with kits obtained from Burlen Fuel Systems. Thoughts turned back to the handling – Ken recommended substitution of the original 5" wire wheels with increased offset 6" Aston Martin pattern replacements, wrapped with the latest specification 215/65x15 Dunlop Sport tyres (the originals were of narrower 185x15 dimensions). He also specified a rear bump stop modification to allow clearance for the wider section rubber. Trevor had been advised by so-called experts that the handling would be badly compromised however he found the wider wheels and tyres definitely improved stability with no discernible effect on the handling. As an added benefit, they also conferred upon the car an improved stance, filling the somewhat underfed appearance of the standard Series 1&2 wheel wells.

THE RESTORATION STARTS…

It was always the intention to improve the car in stages, tackling each process to the highest attainable standard. After a short while on the road, the outside appearance started to rankle, so Trevor set to and stripped down the exterior of the car to prepare the ground for a total repaint – T-Cut just hadn't cut it (if you forgive the pun…). The chrome work was immediately dispatched to Prestige Electroplating, Mexborough, which was fortuitous, because it took six months to return – totally normal for a highly regarded company with a consequently copious workload.

Body preparation work done, the car was dispatched to the Accident Repair Centre at Goldthorpe, who, whilst having no prior experience of Jaguars was well versed in the restoration of Mercedes and other high end classics. Confirming Ken Jenkin's opinion, once the paint was removed, no rust whatsoever was discovered. It was apparent that the lower 6-8" of steelwork had been previously replaced to above factory standards. Therefore, the final preparation and paintwork could be achieved without the usual delay of time consuming welding and rectification. »

JAGUAR
LUCAS

Once home, Trevor set about the huge task of refitting – aided by a home garage hydraulic ramp which elevated the car 18", greatly reducing painful bending down! Fittings such as trim clips and body rubbers were sourced from SNG Barratt and M & C Wilkinson, both proving to be extremely helpful organisations.

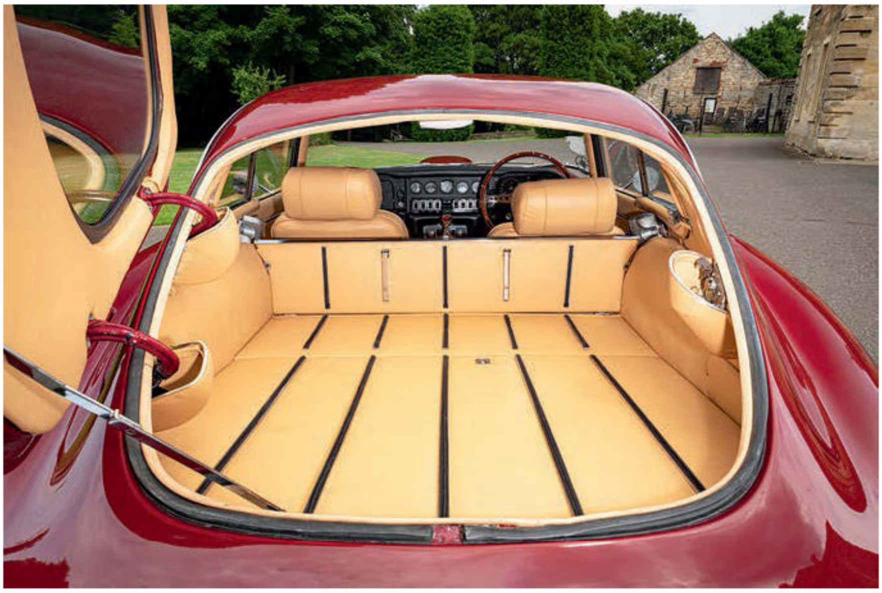
... AND CONTINUES

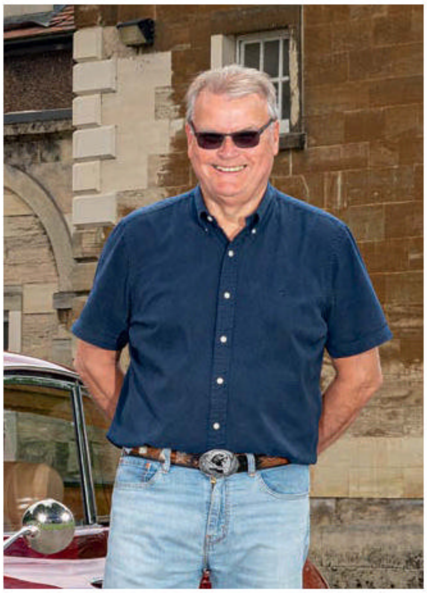
The Regency Red exterior, set off by the lustrous chrome work, was a joy to behold, BUT it now put the interior to shame – an impression exacerbated by a steel 'spring' protruding through the driver's seat trim much to the detriment of Trevor's physical and mental wellbeing. Something had to be done...

A visit to the NEC Classic Car show introduced him to Silver Lady Car Interiors, a South Wales based coach trimmers, handily specialising in E-Types. The car was again swiftly consigned and everything, barring the excellent dashboard, was replaced in original (or better) biscuit coloured materials – in exactly matching hues! The original nylon S2 cost saving headliner material was replaced with the wool cloth employed in earlier variants. The opportunity was taken to incorporate headrests into the retrimmed seats, and the finishing touch was to replace the sun visors, within which, the foam material had degraded to dust – causing them to resemble soft plastic bags. The resulting finish, as you can see from the images, is a delight to behold, not only that, but it made the owner very happy!

BACK ON THE ROAD...

Trevor was now in possession of "the car he'd always promised himself" (to plagiarise an old Ford Capri tag line). His membership of the JEC opening the door to many touring and show experiences with the camaraderie and atmosphere that such events entail. He always felt he was made most welcome and became more and more involved – to the extent that, "in a weak moment" he agreed to assuming the role of Chairman, truly 'giving something back'! The highlight »





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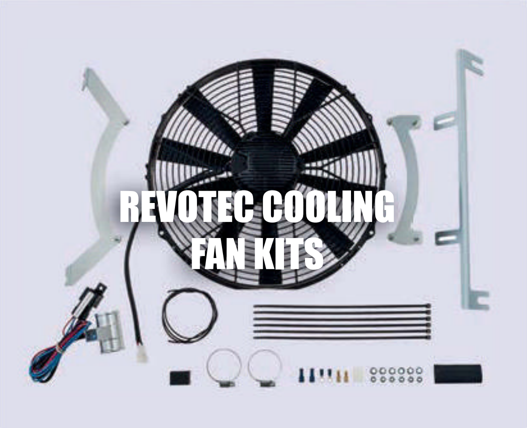
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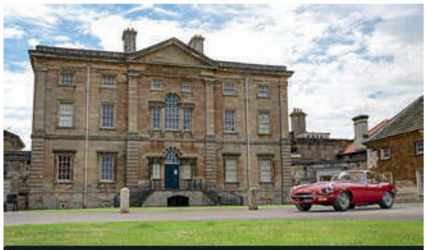
of 2022 was to visit Blackpool for the Swallow anniversary celebrations.

Regular use in all weathers revealed the need to improve the headlights, this achieved by fitting an LED upgrade, supplied by the ever enthusiastic Gil Keane at Better Car Lighting. The requirement was also identified to provide some working In Car Entertainment – the existing unit had never functioned, confirmed by a handwritten note affixed to the body of the radio stating "Please note: this radio doesn't work" – another helpful message from the previous owner! A period appearance replacement was sourced, incorporating the modern accoutrements of DAB and Bluetooth.

In the world of classic cars, nothing is ever really static – in his E-Type's case, the only unresolved problem is that it is "a pig to start" from cold. Ken recommended the fitment of a '1-2-3' ignition system, which improved matters, and resolved some chronic wear in the original distributor, but did not provide a total solution. Current thinking is that the somewhat complex choke actuation system is not giving full travel on the jet diaphragms…. The story continues! ■



CUSWORTH HALL

In case you were wondering: where was the venue for our photoshoot? It is the beautiful Cusworth Hall, near Doncaster (and 15mins from Trevor's home!). A museum, country park and function venue – The local Doncaster and District Jaguar Enthusiasts Club hold their yearly car show there, by the way! **www.cusworthhall.co.uk**

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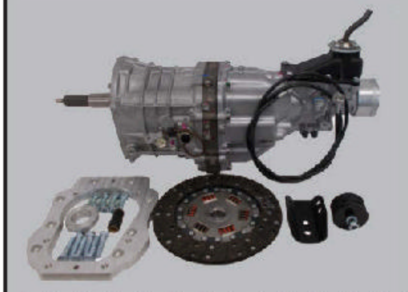

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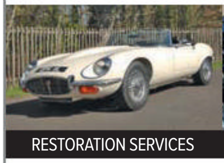

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SELLING JAGUARS IN THE USA THE HOFFMAN WAY

The man mostly responsible for establishing Jaguar in North America immediately post-war was Max Hoffman. But the relationship between Coventry and New York soon turned sour…

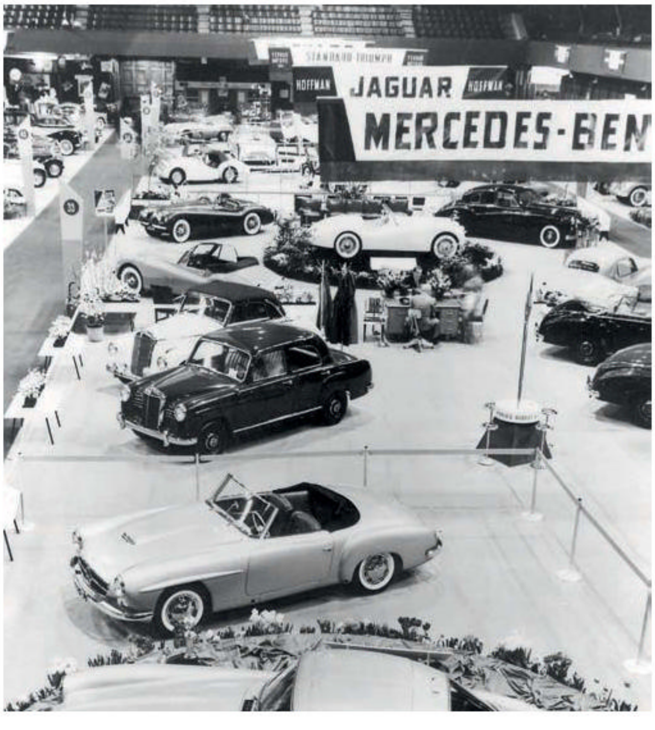
WORDS: **RICHARD GUNN** PHOTOGRAPHY: **KELSEY ARCHIVE**

Much of Jaguar's early commercial success during the first few decades after the Second World War came from the American market. However well it did in its homeland and the Commonwealth, whatever its sales achievements in Europe, all paled into insignificance compared to the USA and its many thousands of affluent consumers eager to experience and invest in something that Britain did very well: exciting and beautiful sports cars.

For any company though, however confident and optimistic, making it big across the Atlantic wasn't easy. Even Volkswagen, that most phenomenally successful of European manufacturers Stateside, initially struggled to make any impact. From 1949 to 1954, its efforts to sell its air-cooled vehicles in America had little impact, and it was only from the late-Fifties onwards that sales took off. This was despite the involvement of Max Hoffman; an ex-racing driver turned business mogul who became renowned for importing European cars into the USA. And while he may have failed with VW, he did considerably better with Jaguar. Well, at first. During the Fifties, Hoffman was largely responsible for Jaguar gaining its valuable foothold in America, but his often dubious business dealings eventually caused a rift between him and Jaguar boss William Lyons. It all ended in the courts. Nevertheless, without Hoffman, Jaguar would have found making it big in the USA considerably more challenging.

Max Hoffman's story started far away from the States; he was born just outside Vienna in Austria in November 1904. The family name was actually Hoffmann but when Max went to the USA, he dropped the second 'N' to make it seem more English. Machines were in his life from the start; his parents owned a general store that began stocking sewing machines and then moved onto bicycles. Their innovative son modified one with a DKW belt-

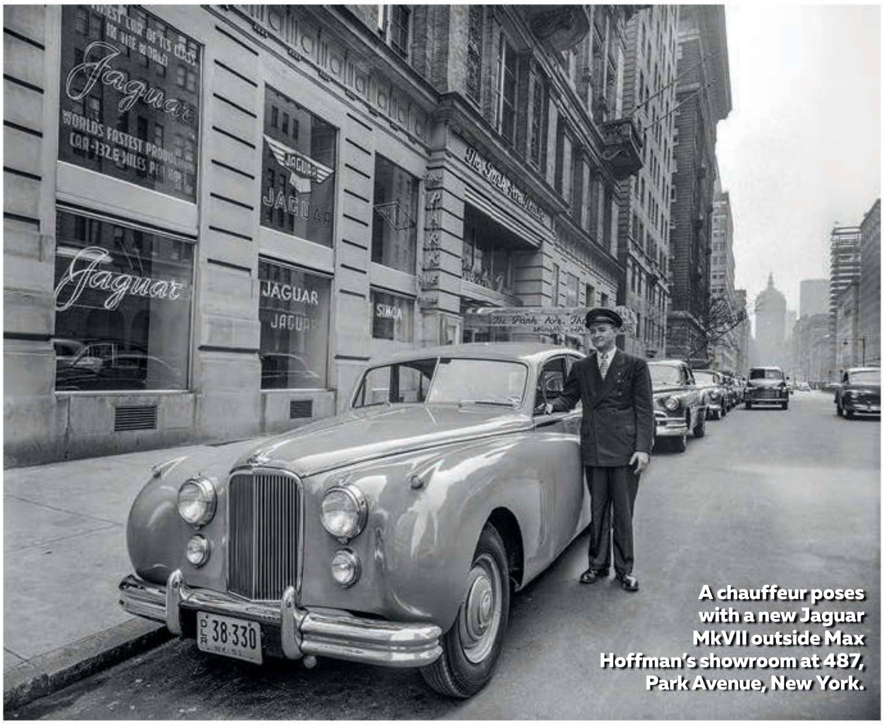
Max Hoffman, the man who helped Jaguar break into America, but ended up with a broken business relationship with William Lyons.



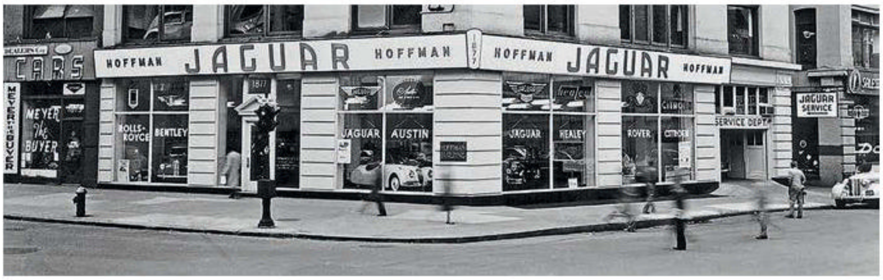
The 1954 International Motor Show in New York; Hoffman was responsible for distribution of both Jaguars and Mercedes-Benzes by this time, despite the rivalry between the two. Note the Hoffman branding on the Jaguar hanging sign.

In his younger days, Max Hoffman was a factory team racer for Grofri, which built French Amilcars in Austria under licence.

The MkIV was the first Jaguar model to be imported into the United States post-war; examples started arriving from January 1947.



A chauffeur poses with a new Jaguar MkVII outside Max Hoffman's showroom at 487, Park Avenue, New York.



The Hoffman showroom on 'Automobile Row' in New York, on the corner of Broadway and 62nd Street. Note the XK120 in the window and how prominent the Jaguar branding was, plus the references to Rolls-Royce and Bentley, even though Hoffman never actually sold any.

driven engine and took the resultant contraption racing. This soon led onto actual motorcycles, just as with his contemporary in England William Lyons, born three years before him and who'd also taken up motorcycling at an early age. Hoffman's progression into cars was different though; instead of moving to them via coachbuilding, Hoffman began racing them. He did well enough to join the team of Grofri, the Austrian builder of Amilcars.

He retired from motorsport at the age of 30 and, thanks to the network of contacts he'd built up, decided to move from racing cars into selling them. He first joined Smoliner and Kratky, selling marques such as Vauxhall, Lancia, Pontiac, Duesenberg, Cord and Auburn. But just working for somebody else wasn't enough and before long he'd founded Hoffmann and Huppert with a partner. Rolls-Royce, Bentley, Alfa Romeo, Volvo, Talbot, Delahaye and Hotchkiss were among the imported marques the fledgling firm sold.

This was the late Thirties though, and Hoffman was Jewish, facing the rise of Nazism. In 1938, Adolf Hitler's Germany annexed Austria and Hoffman swiftly moved to Paris, setting up a dealership there. However, it didn't last long; the outbreak of World War Two and Germany's subsequent 1940 invasion of France prompted Hoffman and his mother, Ida, to seek safety elsewhere. They fled to Holland where they were disguised as farm labourers by sympathetic locals. Eventually, the pair made it to neutral Portugal and, from there, set sail to America, landing in New York in June 1941.

JEWELLERY OUT OF PLASTIC

Hoffman's first venture in his new country was making jewellery out of metal-plated plastic, but this was just to tide him over while world conflict raged. When the dust had settled, he returned to the world of cars again. European manufacturers were desperate to earn money to help rebuild their shattered countries and economies and the United States, as a country that had emerged fairly prosperously and untouched from the war, was a glittering prize. That so many US military personnel had served abroad, driven the homegrown cars there, and now quite fancied having their own examples back in America made selling across the Atlantic even more attractive, even crucial. And for Hoffman, it was the ideal opportunity to combine his knowledge of and connections in Europe with his prowess for selling vehicles.

Hoffman returned to the continent from which he'd escaped during summer 1946. One of the companies he talked to was Jaguar, newly rechristened from SS Cars. However, the Coventry manufacturer wasn't sufficiently back on its feet enough to consider seriously exporting to the USA at that » time. Instead, Hoffman did deals with other car makers including Daimler and Lanchester (both of which would end up as Jaguar possessions within 15 years). In early 1947, the Hoffman Motor Car Company showroom was opened on New York's prestigious Park Avenue, the occasion also being marked by its owner's formal name-change from Hoffmann to Hoffman. Soon more British marques came under his umbrella, Allard, Austin, Jowett, Lea-Francis, Aston Martin, Lagonda and Healey being among then.He also advertised Rolls-Royces and Bentleys without, it appears, ever having sold any; all part of his grander scheme to make his New York outlet the go-to hub for East Coasters wanting to buy a car from the old world. In addition, he moved into distribution as well, supplying vehicles to other dealerships throughout the country.

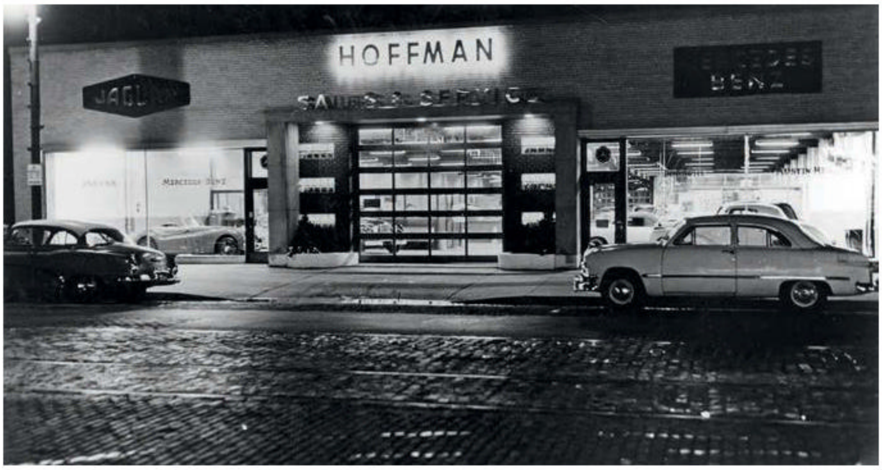
While SS Cars had been sold in the USA pre-war, they weren't that well-known, and the post-war name change meant that Jaguar was even more of an unknown quantity. The first Jaguars to make the trip over the Atlantic arrived in January 1947; not ordered by Hoffman but by another dealership, Fergus Motors. However, Hoffman saw the new MkIVs and was sufficiently impressed to import some of his own, which soon sold. That brought him to the attention of Jaguar which considered appointing him as the East Coast distributor for its products. In 1948, Hoffman was responsible for selling 171 Jaguars in the States – which sounds like a tiny amount compared to the years that followed, but Jaguar was very much a specialist manufacturer at this time. It was, if nothing else, a positive start.

William Lyons was suspicious about Hoffman's finances and his rather hand-to-mouth way of conducting business. However, there was that lure of his New York dealership and the prestige of a Park Avenue address. When Hoffman also secured a large display spot at the 1949 International Auto Show and used it to flaunt the new XK120 for its American debut, it was enough to override Lyons' other concerns. In May the same year, Hoffman signed a distributor deal with Jaguar, covering the eastern side of the USA and tying him into 527 vehicles a year. Responsibility for the western part of the country was given to Charles Hornburg, who proved very adept at getting Jaguars into the hands of California's celebrities.

Fortunately, with a car such as the XK120, such a figure was achievable. Despite its price – at $4000, it was around a quarter of the annual average American wage – it was a very desirable machine, and Hoffman was soon easily selling everything he had. In fact, he was also selling cars he didn't have, taking orders for '120s for which there was no clear delivery promise from Jaguar. He was also often only agreeing to distribute XK120s to other non-Hoffman dealerships if they also took MkV saloons as well, which were harder to shift. Warning bells started sounding back in Coventry.

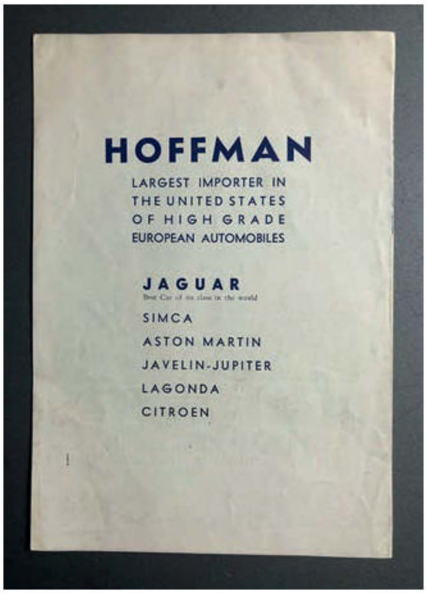
However, there was no denying that Hoffman was proving very effective at both selling and promoting Jaguars in America. He managed get an XK120 adopted as an official course car at the 1950 Watkins Glen Grand Prix, which immediately brought it to the attention of thousands of sports car enthusiasts. His advertising majored on Jaguar's international racing triumphs, just as the marketing campaigns did back in Britain. In mid-1951, Hoffman decided to try his luck and negotiate a 10-year contract with Lyons, citing the confidence that it would bring to allow him to extend his service and parts network. The

A MkVII and an XK120 together in an American promotional shot during 1950. Hoffman distributed and sold both of these cars, although he sometimes insisted that other dealerships also take slower-selling MkVII stock if they wanted XK120s as well.



Hoffman's Chicago dealership did sell Jaguars and Mercedes-Benzes side-by-side, despite William Lyons requesting that they weren't. It all added to the growing discontent that Jaguar had with its American East Coast distributor and dealer.

‘During the Fifties, Hoffman was largely responsible for Jaguar gaining its valuable foothold in America…’



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The back of a Hoffman Volkswagen brochure from the early Fifties listing some of the other brands he was responsible for. Jaguar got top billing.

While Volkswagens would flood into the USA from the mid-Fifties onwards, Max Hoffmann proved quite unsuccessful at selling them during the early part of the decade. He even tried to get other dealers to take two Beetles for every XK120 he’d let them have.

boss of Jaguar wasn’t quite prepared to go that far but did agree to renew the annual contract each year for the next decade, assuming Hoffman fulfilled his legal obligations in return.

C-TYPE STATESIDE

When Jaguar won the 1951 Le Mans with a C-Type, Hoffman bought one himself and lent it out to race in the 1952 Watkins Glen Grand Prix; the same event where an XK120 had been a course car the previous year. The Jaguar did very well, witnessed by William Lyons who’d come over for the event. Hoffman then promptly sold what was now a celebrity machine, so not only did he get most of his money back, but he generated a huge amount of American publicity for Jaguar as a whole.

However, there were still concerns about how Hoffman was operating, especially when it became known that Hoffman was now distributing XK120s with the proviso that other dealerships not owned by him had to also take two Volkswagen Beetles with each one. Forcing agencies to take MkVs had been one thing, but now they were being coerced into cars that were not just Jaguars, they weren’t even British. And, at this time, VWs were still tricky to sell in the USA. Lyons had, in his own words, ‘made no progress in my attempts to restrain him from pursuing this unacceptable practice’ and Hoffman had warned dealers that if they didn’t accept his conditions, they wouldn’t get any XK120s at all. When company lawyers informed Lyons that legal action would be very difficult, Lyons instead appointed Johannes Eerdmans, the Dutch-born former joint managing director of the massive Thomas De La Rue printing conglomerate, as Jaguar’s chief executive of American operations on the final day of 1952. Eerdmans set up his office at 487 Park Avenue in New York, an address shared by Hoffman’s showroom at street level. The implication was clear; he was there to keep a very close eye on the errant Hoffman.

One thing that Eerdmans discovered was that, although Hoffman had set up what he called probably the largest Jaguar service and maintenance centre in the world (and at five stories and 75,000 square feet, it very likely was), he had staffed it with mechanics who weren’t that skilled, certainly not in Jaguar’s more complex machines. Hoffman, however, claimed that the problem was with Jaguar’s build quality. There was probably some truth in this, for Jaguars were built to strict competitive price constraints, but the result was that the marque was gaining an unenviable reputation for unreliability.

Eerdmans also found out that Hoffman had also taken on the American distribution of Mercedes-Benz during 1952, something he had concealed from Lyons (who regarded the German cars as Jaguar’s biggest rival, especially in motorsport). To pull the wool over Jaguar’s eyes, he’d set up a new company, Distinguished Automobile Inc, which he’d later renamed Mercedes-Benz Distributors Inc. Lyons was far from happy when he found out but there was little he could do save for turn down a suggestion by Mercedes-Benz that it and Jaguar might share distribution, and demand that the two marques wouldn’t be sold side-by-side in the same New York dealership. This prompted Hoffman to commission the building of a new Jaguar showroom, designed by notable architect Frank Lloyd Wright (who’d also go on to do Hoffman’s own stylish »

The new Frank Lloyd Wright-designed showroom at 430 Park Avenue in New York taking shape. The relationship with Jaguar soured soon after its completion and it was given over to other marques instead.

Inside the Frank Lloyd Wright-designed showroom at 430 Park Avenue. Originally intended to be a Jaguar showcase, the split between Lyons and Hoffman meant it was given over to other marques. A leaping jaguar originally stood where the BMW sign was; it had to be returned to Coventry.

house in the New York suburb of Rye). It was situated at 430 Park Avenue, very close to Hoffman's original outlet. And Eerdmans' office, of course.

These escalating issues meant that Lyons was now very keen to take control of Jaguar's own American destiny and he suggested to Hoffman that a new distribution company be set up, 51 per cent owned by Jaguar with the rest belonging to Hoffman. The latter refused, because the minority shareholding would have diminished his authority.

In 1954, 1651 Jaguars were sold in Hoffman's eastern territory, but of those, 1243 found their owners via Hoffman's own showrooms in New York and Chicago. There was clear evidence that he was favouring his own dealerships – which in turn meant greater profit for him – and thus the other agencies he distributed to weren't getting an equal bite of the Jaguar cherry. This was starting to cause discontent, especially as the United States was experiencing an economic recession. Still, some positive news was the opening of the new Park Avenue showroom, with its very modish interior featuring a ramp, circular turntable and large bronze jaguar statue. It was solely for selling Jaguars, thanks to the company contributing a not unsubstantial $40,000 towards its cost. Nevertheless, it didn't prevent Lyons and Hoffman getting into a quite heated public argument in a New York hotel as 1954 drew to a close.

THE END OF THE ROAD

After that, Lyons had simply had enough. In January 1955, he sent Hoffman a letter accusing him of favouring Mercedes-Benzes over Jaguars and that he had 'abandoned any semblance of loyalty to our product

The Cunningham Organisation, headed by racer Briggs Cunningham, took over distribution duties for the East Coast of the USA after Jaguar and Hoffman parted ways.

Max Hoffman was reputedly responsible for having this showcase XK120 rebodied by Pinin Farina

Max Hoffman also sold Porsches from his dealerships and was vital in giving the sporty German marque its first US foothold. Here he is with Ferry Porsche (left) in New York during 1951.

Max Hoffman in later life, perhaps ruefully reflecting on the Porsches he once sold alongside other European marques.

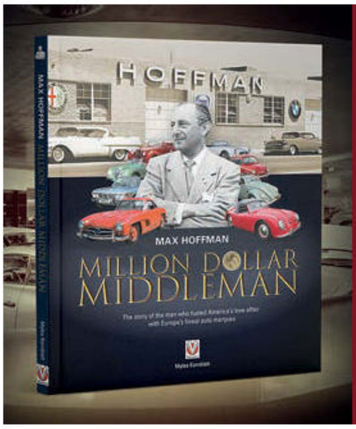
and have spoken of it disparagingly'. There were also allegations of him making secret profits from customs charges and that the only course of action was now 'a prompt and complete severance of the relationship between us'. The plan was that Jaguar would take over the new Park Avenue flagship showroom and assume responsibility for distribution from mid-February but would continue to pay Hoffman for every Jaguar that entered the eastern USA until his annual contract officially expired in July. This would hopefully keep Hoffman quiet, reasonably content and hopefully unlikely to sabotage the Jaguar sales network he'd set up.

Hoffman was having none of it. As far as he was concerned, he'd been instrumental in introducing and sustaining Jaguar's US sales, was still meeting the terms of his contract, and thus had the right to distribute and sell Jaguars up until July 1961. And so, at the end of January, Jaguar was notified that it was being sued by the Hoffman Motor Car Company. The latter came off best in the resultant court case. While the Coventry company did win the right to distribute its own cars, it had to shell out $24,000 in costs plus pay Hoffman compensation of $50 for every Jaguar that came into the USA for the next two years, a figure that amounted to around $400,000. The final ignominy was that ownership of the new Park Avenue Jaguar showroom, which Jaguar had so recently contributed so much money towards, was awarded to Hoffman. He used it to display Alfa Romeos, BMWs and Porsches instead.

After Hoffman and Jaguar parted company, the far friendlier Cunningham Organisation, headed by racing driver Briggs Cunningham, took over the Jaguar distribution area. Hoffman concentrated on his other marques but by 1957, his relationship with Mercedes-Benz had also soured and the German firm bought him out for between $2 and $2.5 million. That made what Jaguar had been forced to pay almost look like a bargain.

Hoffman continued in the distribution and car sales businesses until the mid-1970s, by which time BMWs were his main concern. Then the Munich carmaker wanted to follow the pattern of those before it and take over operations itself. And, once again, Hoffman fought against losing what was a very lucrative business, even hinting to Bob Lutz, the executive vice president of sales at BMW, that he had certain 'very important Italian friends' who would not take kindly to him being ousted. Nevertheless, in March 1975, the septuagenarian Hoffman sold his company to BMW. He received around $23.5 million in return. After a brief contractual period as the co-chairman of BMW North America, he retired. He passed away in August 1981.

While things between Hoffman and Jaguar may have ended acrimoniously after just eight years, he represented a major steppingstone in establishing the marque in the USA. His distribution, sales and promotion and sales gave the company a high profile on the East Coast and laid the groundwork for the thousands of vehicles that followed, and still do to this day. Much-needed money flowed into Jaguar's coffers at a time when it needed cash to expand and finance new models and its racing programme. Hoffman's own personal wealth didn't fare too badly either. Despite the descent into legal wrangles, without Hoffman, Jaguar might well have found America a much tougher nut to crack. And without Jaguar, Hoffman's status as the United States' foremost European car importer would have been greatly diminished. ■



For anybody wanting to discover more about Max Hoffman, his intriguing life and complex business career have been chronicled in *Max Hoffman: Million Dollar Middleman* by Myles Kornblatt. Published last year by Veloce, this superbly researched, well-illustrated and highly readable biography tells Hoffman's personal story and also gives a fascinating insight into his commercial empire and the ups and downs of his dealings with other European marques in addition to Jaguar. Its ISBN is 978-1-787115-03-3 and it's well worth its £30 price.

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NOVICE RACER

Following on from Emma Simpson's trackday experiences in the last issue, James Wall shares his tale of taking things two stages further: Obtaining his race licence, and competing at club level…

WORDS & PHOTOGRAPHY: **JAMES WALL**

For as long as I can remember I've been obsessed with cars but in particular, racecars, I've always enjoyed the competitive nature, the noise, the smell and everything about racing. Therefore, when I was a child growing up, if anyone asked me what I wanted to be, it was always 'a racing driver'. It was something I wanted to do at some stage in my life if I could ever afford or have the opportunity to do it. I finally achieved my lifelong goal by competing in my first race in March 2022…

IN THE BEGINNING

My fixation with cars started at a young age, I always had model cars that I would zoom around the carpet, and I loved Ferraris, Jaguars, and Lotus, I thought these brands were just brilliant, mainly due to their motorsport prowess. I grew up in a house where my Father, Peter was equally interested in cars - there was always some form motoring content on the TV – anything from the Italian Job (the 2 x E-Types being a firm father/son favourite!), to Grand Prix and Touring Cars.

As my Father had grown up with heroes that piloted Jaguar C & D-Types in the 1950s, I would enjoy hearing stories about Hamilton, Moss & Rolt. With the 1980s Tom Walkinshaw Racing Jaguar programme, I loved watching the green XJ-S with that amazing V12 sound, and of course the 1988 XJR-9 Le Mans win.

Fast forward to the early 2000s and Jaguar's F1 programme, with the impressive 'home' driver line up of Herbert & Irvine, backed up by some equally desirable 'R Performance' road cars, cemented my desire to one day race a Jaguar! This was also aided by the Jaguars that my father has owned throughout my life - it started with a 1994 XJ40 3.2s, then a 1996 X300 XJ6 LWB Sovereign, a 2003 X350 XJR, a 2007 X358 XJR, and now his current 2014 X150 XK Dynamic R.

It was always my aspiration to purchase cars from my three favourite car brands, and I have been lucky enough to own three Lotus Elise's and several Jaguars, specifically, a couple of X100 XKRs, X350 XJ Diesel, XF 3.0s litre Diesel Sportbrake & XJ-S 5.3 V12 Coupe - I'm yet to stretch to a Ferrari!

James' daughters are taking a keen interest in their fathers' new hobby - Evie (age 5) and Mille (age 9).

James & his father, Peter, at the Goodwood Revival with the 1954 D-Type OKV 1.

Treasured models ranging from Jaguar to Ferrari and other motorsport memorabilia.

James enjoying the Palmersport experience in a LM Prototype powered by a Jaguar engine.

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The motorsport passion runs in the family - Peter at Prescott Hill Climb in his 2014 XK Dynamic R.

I started doing track days in the late 2000s when I purchased my first Elise, which was great fun and I learnt a lot about my driving technique, car control, improved through tuition. But I left them having had a great time, but always wanting for more. They are not competitive as you are not allowed to overtake going into corners or record lap times, so it always felt that there was just something slightly missing.

I had tried various experience days, at well-known UK circuits, such as single-seater and a Ferrari experience. They were all good fun, but often there are restrictions on how fast you can go - in some instances the cars actually have their performance limited.

For my 30th Birthday, my wife Claire bought me a 'Palmersport Day' which is organised and run by Jonathan Palmer, who also administers the MSVR group of circuits. and it's just fantastic. You get to drive a whole host of cars and you really are pushed your limit, the cars are all track/race prepared and the instructors want you to get the most out of the day and actively encourage you to go fast! Somewhat aided by the fact that the runoff areas are so vast, you can run out of fuel before hitting anything! I remember leaving thinking, I really have got to make this dream come true and race a car one day.

LIFE GETS IN THE WAY

Nothing really progressed over the next decade – Claire and I had two beautiful children, we moved a couple times, carried out a house renovation and I had a job change meaning that my key focus and priority was the family were (and still very much is!). There wasn't a lot of free time or funds to go off and indulge my racing ambitions. Therefore, they were put on the back burner, though it was something I knew I still wanted to achieve but didn't have a clear plan of knowing how to do it!

Fast forward to 2020 when I sold my final Elise to get a more 'practical car'. I purchased a Jaguar XKR X100 (!) last of line model and I got that through Tom Lenthall Limited. I had already owned a 2003 4.2 XKR which I loved, but I personally preferred the 2004/05 styling, with the side skirts, more aggressive front end, and overall stance. The interior was slightly nicer too with the aluminium styling additions.

Since 2007, Tom has run a very successful Jaguar Land Rover specialist in Berkshire, prior to that he worked in the Jaguar main dealer network. As well as carrying out routine servicing for all JLR models, Tom rebuilds and restores all sorts of cars from XK120s, Mk1s and E-Types right the way through to modern day Jaguars. Most recently, he has received a lot of attention following of engine rebuild of Harry Metcalfe's XJC V12. Tom's a great guy and I suppose my relationship with him kicked off once I got this Jaguar and » consequently chewed the fat about all thing's cars and in particular race cars.

LIVING THE DREAM

Tom has successfully raced a 4.0 litre, 6 cylinder XJS for several years and it was during that period of time that I spoke to him about the potential of coming to watch him race. Following the COVID interlude he invited me to join him in April 2021 at Silverstone - it's a day I'll never forget! It was great to be at a race meeting once again and this was a major difference for me in the fact that I was on the paddock side now, having previously only really been a spectator. It was good to further understand the steps that Tom took throughout that race meeting to get himself and the car prepared to perform on the day, and it was something I really enjoyed.

As the cars made their way down to the assembly area before the first race, I remember feeling like Mr Toad in 'The Wind in the Willows' when he first sees a car! I was overcome with the excitement of it all being intoxicated by the noises and the smells. I also recall the friendliness of everyone, and it was then, when we were in that assembly area and I was watching all these drivers getting ready to go out, and I made the commitment to myself that I was going to get my ARDS licence and I'm going to go racing!

> "I made the commitment to myself that I was going to get my ARDS licence and I'm going to go racing!"

After that, I then proceeded to spend most of the season going to the race meetings with Tom and helping where I could, just getting in amongst the teams and drivers, such as Derek Pearce. Derek has raced Jaguars longer than I have been alive and currently competes in an XK8 and a Mk2, both prepared by Tom. I soaked up as much information as possible and enjoying every minute of it.

Throughout that season Tom and I had several conversations about how I could get into racing and competing. Tom made a throw-away comment, something along the lines of "if you get your ARDS licence, I will let you have a go in my car". So, it was that moment then I just thought, I've got to jump on this and get it booked because once he made that commitment, I was going to do everything I could to hold him to it!

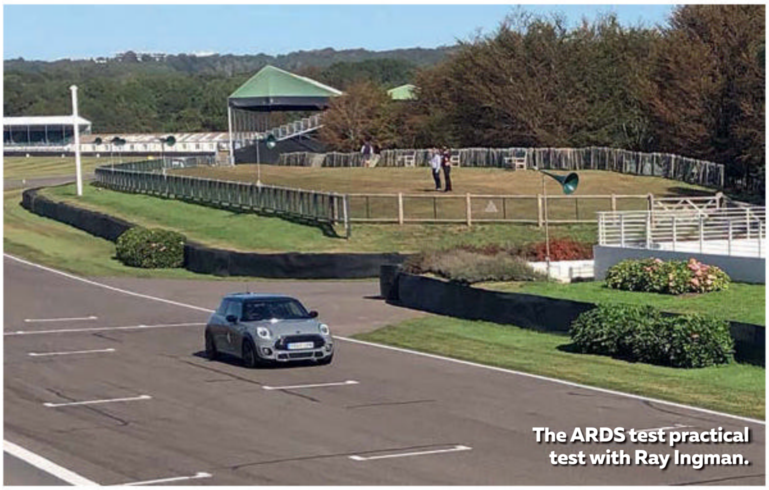
GETTING ON THE LADDER

During the summer at several of the race meetings, I had met *Classic Jaguar* magazine's Editor, Ray Ingman. Ray has been part of the Jaguar racing fraternity for many years (not quite as many as Derek, but close). When he described the Goodwood ARDS test experience to me, I decided there was no better place to do it. For my 40th birthday present (these things seem to go in decades!)

At Goodwood driving a F355 – his dream Ferrari in 2009.

James' wife, Claire, getting ready to take to the track in their Lotus Elise S1 111S at Castle Combe on the JEC Trackday in 2017.

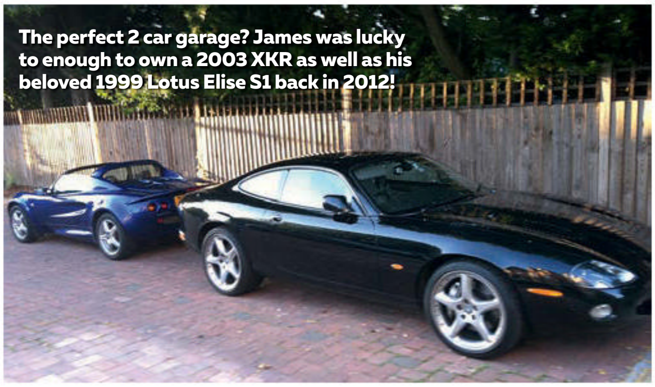
Kart No 8 – James doing a 6-hour endurance race at Buckmore Park Kart Circuit in 2011.



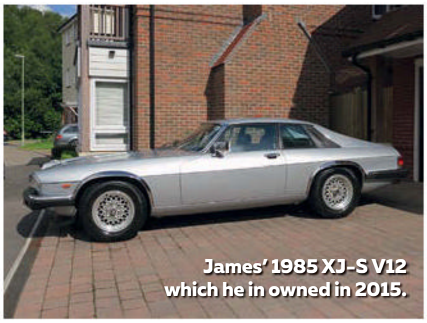
The ARDS test practical test with Ray Ingman.

Alan Wilshire conducting the classroom session.

Peter's X350 XJR with James first Lotus Elise in 2009.


The perfect 2 car garage? James was lucky to enough to own a 2003 XKR as well as his beloved 1999 Lotus Elise S1 back in 2012!

James' X350 Diesel, with XJR styling in 2014.


James' 1985 XJ-S V12 which he in owned in 2015.

2015, James and Claire's – XF 3.0S Sportbrake which has since been replaced with a Land Rover.

James' current Jaguar, a 2005 Jaguar X100 XKR, purchased through Tom Lenthall Ltd in 2020– at Tom's workshop.

I decided to use the opportunity to get the money together and go to Goodwood and take my ARDS test. The test consists of two halves: following a classroom session which was run by Chief Instructor, Alan Wilshire – I sat a theory exam paper. Successfully passed, I took to the track for the 'practical' driving session, on this Ray had agreed to be my instructor for the day. It was great to have a friendly face, but no favours were expected or given! I learnt a lot and was delighted with the result, (I passed!) and so I was one step closer!

Having achieved my ARDS pass at the end of September, it was coming towards the end of the racing season and therefore I decided to wait until 2022 to compete in my first race. During the winter months track days, (and the lack of suitable car) weren't really an option so I opted to purchase a second hand PlayStation 4 along with used Logitech G29 steering wheel, pedal and gear selector bundle and set about learning the UK circuits that are available on 'Project Cars 2'. One of those is Silverstone International which is the circuit was destined to be the venue for my first race. By the time I got there, I'd done over 1000 miles virtually in this simulator and have to say it was really worthwhile. Whilst at this level simulators aren't as lifelike as some of the ones you can spend £000s on, it was beneficial for me to learn the tracks, get an idea of the racing line, braking and turn in points – all without leaving home!

THE FIRST RACE

Over the winter of 2021, Tom and I had worked on a plan that would enable me to have a go in Tom's beautifully prepared Jaguar XJ-S. The agreement was that he would do race one on the Saturday and I would do race two on the Sunday. This was the first race of the season for the 'The Berkshire »

Tom and James at Brands Hatch competing in a 2 driver race in June – finishing 3rd in class.

Jaguar Components, Jaguar Challenge', which was hosted by BARC (The British Automotive Racing Club) and The Classic Touring Car Racing Club.

I couldn't quite believe that this was happening, and it was also special to be able to download a digital race meeting programme, because on the front cover was a 'Super Tourer' - in the 1990s I was obsessed with the Touring Cars. To be at a race meeting where stars of the past, John Cleland was going be racing against Anthony Reid and all the old cars that I'd grown up watching on TV were going to be there. To have the opportunity to be at the same race meeting with them was just brilliant, as well as having my name in print!

So, an early start on the 26th of March 2022 for what would be an epic weekend, the difference was although I was now used to the format of race weekends, the difference was, I was now competing in it. By 08:00 scrutineering (which is a sort of pre-race MOT test) was done, and it was all about getting ready for qualifying, because I was racing in race two, we knew I was going to be starting on the back of the grid for the Sunday race, but we had to get three laps done to satisfy the clerk of the course. This is to give reassurance that I knew what I was doing, bearing in mind I was a novice driver who had never before competed. I had to do at least three laps, but obviously I wanted to do those and get the car back in to the pits as quickly as possible to allow Tom then to put a respectable time for his race on the Saturday afternoon.

Tom and Derek Pearce at Donington Park. Derek has been a huge support to James sharing his years of experience.

I am pleased to report that the hours and hours on the simulator paid off, I knew where I was going and I didn't do too badly I ended up posting a time of 1 minute 26 seconds, Tom was 1 minute 20 seconds, so I was 6 seconds off the pace, but considering that I had never really driven at Silverstone, never driven Tom's car before (or even a fully prepared race car) or even been in that environment. I was pleased with my time - I just couldn't wait until Sunday's race.

Sunday arrived, the car was ready, I was ready, and we took the car round to the assembly area before joining the track and getting the race underway.

This was the moment I'll be waiting for the whole of my life and I remember just being surprisingly calm at the start of the race, and when the lights went out, I just dropped the clutch at 4000 rpm and just headed for the first corner (Abbey) and it was really just amazing to be part of a real race and I was actually in a Jaguar, racing legitimately - it was just brilliant and it all came together. I just felt relaxed, and by the time the first lap and finished I'd overtaken four cars and would go on to overtake eleven throughout the race, the whole experience was just one I'll never ever forget.

James getting ready ahead of qualifying at Donington Park October 2022.

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Tom's XJS runs in Class C, so you would expect it to be a quicker than an a Class A & B car, but as this was my first race, to do the level of overtakes that I managed was encouraging, and to have the BARC YouTube Channel commentator Dave Goddard actually query or question whether it was in fact »

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me or Tom in the car was really flattering and something I'm really proud of:

"James Wall is going well, number 77 passed Andy Sheraton there, he's up to 21st from the back of the grid on his debut, unless they have swapped round and its Tom Lenthall in the car now and James Wall was in yesterday...I'm not sure, apologies if I have got that the wrong way round".

By the end of the 15 minute race and the wave of the chequered flag, I brought the car back in 17th Overall out of 30 starters (11th Jaguar overall, 4th in Class C) and posted a lap time of 1 minute 21.8 seconds, which was within 2 secs of Tom's best lap time. A result that I am immensely proud off, especially given it was my first race, in a car that never driven before on the circuit before (except virtually!) – I may have mentioned this before! Just an amazing weekend.

CONTACTS

Tom Lenthall Ltd – JLR specialists
www.tomlenthall.co.uk;
0118 973 1614
info@tomlenthall.co.uk

Goodwood Motor Circuit
www.goodwood.com;
01243 755055
circuit@goodwood.com

THE THANKS BIT

I hope you've enjoyed learning a bit about me and the route I've taken to get to competing in my first race – I've got to wrap up by thanking some people:

First, to Tom Lenthall for being an absolute superstar, he has been a big influence and enabler for me to fulfil this lifelong dream, so a massive thanks to him and his team for their support and to Tom personally for just being just an outright legend and trusting me with his car!

My family have been brilliant and just got behind it all and are on the journey with me. In particular Claire has been very supportive and understanding of how much it means to me, I do really appreciate and don't underestimate that! My two children Millie & Evie are part of my fan club and think I'm brilliant which is cool! Also the support from my parents, sister, all my in law's – everyone has just been magnificent...

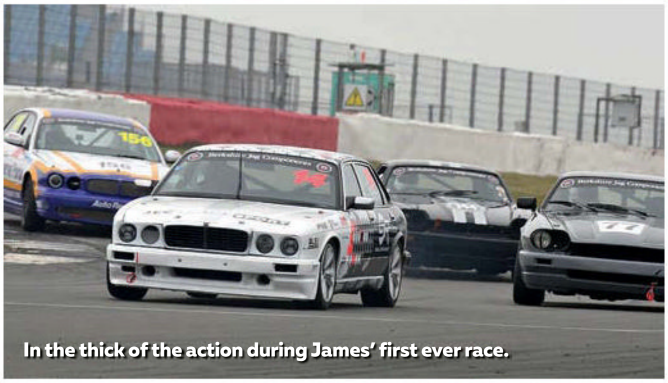
Lastly, I want to thank all my fellow competitors, I appreciate their warmth and welcome to this mad world of racing, they have been fantastic with lots of banter. We are a slightly competitive bunch as I'm sure you can imagine, but genuinely when it comes down to on track everyone's very respectful and we've had some close racing throughout the season, its great fun and the positive news is that I'm starting out so hopefully there will be many more years of this to follow, and please do get in touch if you want to support and be part of my journey, or if I can help and advise you in any way. ■

Instagram: JWR_acing;
YouTube: JWR James Wall Racing

First time on track in the XJS during qualifying.

Going into Vale during qualifying.

Coming into Clearways at Brands Hatch – Easter 2022.


In the thick of the action during James' first ever race.

Getting ready to make a move on Andy Harper in the Diesel X350 during the race.

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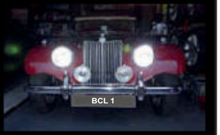

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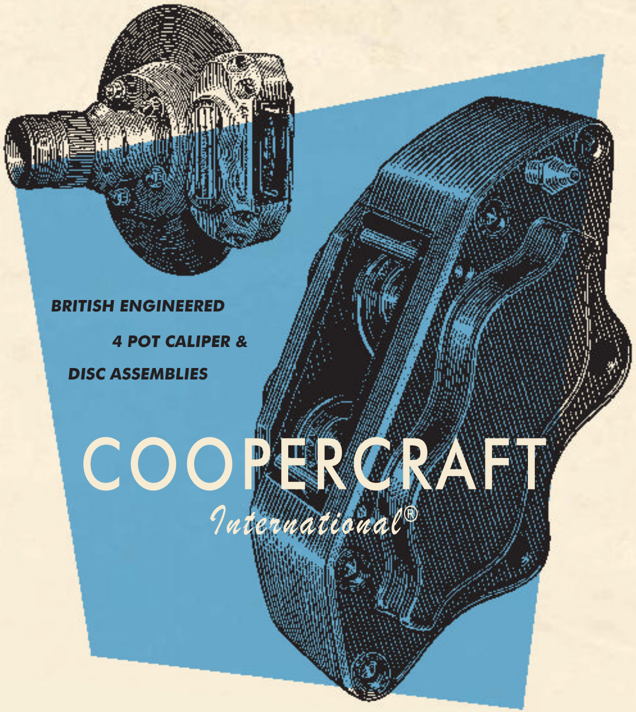

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BESPOKE E-TYPE IS TRULY ONE OF A KIND

Richard Holdsworth relates the detailed story of one man's complex dream made reality by a team of Australian artisans – finally it can be honestly said "it's a wrap"…

WORDS: **RICHARD HOLDSWORTH** PHOTOGRAPHY: **RICHARD HOLDSWORTH, ALAN BAKER, JOHN BEASLEY & COLIN GRIMMOND**

John Beasley is a Jaguar aficionado and while he already enjoyed his E-Type Roadster, there was an inkling of an idea in the back of his mind that said he wanted a 4.2 coupe – but John's E-Type coupe would be like no other that left the Browns Lane plant – it had to be six inches wider!

Just the rear-end of the car… but this is no mean feat as readers of *Classic Jaguar* magazine will know and almost certainly could not be achieved but for a master bespoke E-Type creations - one Alan Baker of the eponymous Alan Baker Restorations. Fortunately for this little idea niggling away in the back of John's head, Baker lived no more than half an hour's drive away in the city of Adelaide, South Australia.

Alan had already finished the magnificent restoration of John's 1965 white S1 4.2 E-Type Roadster when the two got together again. I am meeting both at the home of John Beasley within a stone's throw of one of Adelaide's beautiful beaches, West Beach, and John is admitting he has been addicted to cars (and motorbikes) from a very young age:

"I was just seven when I got behind the steering wheel of a car during Sunday lunches at my grandparents' house and they were something to be looked forward to – I sat on my father's lap and steered the family car around the driveway. Obviously, my father did the complicated bits; I couldn't reach the pedals and I am sure there was an unseen hand on the steering wheel so we couldn't come to grief. But I was hooked…"

A few years later and John – still not old enough to get a driver's licence – turned to modifying his bicycle but his efforts with a welding kit borrowed from his friend's father were not always successful. Out on the road, the front forks parted, and John ended up with grazed shins and damaged ego. It didn't put him off!

John's first 'serious' car was a 246 Dino 'Ferrari' which cost him $19,000 (around £11,210 in today's money). John was 25 at the time and 28 when he sold it for $23,000 - a handy profit! He says most car collectors have that sort of story to tell but I suspect his canny business sense comes into play – he runs a very successful company in South Australia installing solar panel heated swimming pools. Yes, Aussies like to take to the water 12 months of the year!

Other 'special' cars John has owned include a Porsche 911, 2.7. He wanted a 911 Turbo but found them too pricey so the 'hands on' approach came into play again and he imported the steel body flares and fiberglass bumper kit from Auto Farm in the UK. "And I soon had a Porsche 911 Turbo recreation which I loved."

Another car that John admired, but in those early days could not afford, was an AMG Mercedes. He found a 2014 model C63 this time buying a black body kit to give it the looks he wanted. John turned to Martin Donan at Power Tune, an Australian company normally specialising in RVs and camper vans, but Martin found a Weistec supercharger, and the Merc had performance to match the looks. "It is my current every-day car and goes like a bat out of hell!"

Sharing space in John's garage is a Lotus Ford Escort Twin-cam owned since he was in his twenties and a locally built General Motors Holden which he has up-rated with a three-litre V8 and 'Hot Rod' mods to the front suspension. Then there is a Triumph TR6 and on two wheels, three Ducati motorcycles, a 250, 350 and to complete the trio

a 450 Desmo Café style racer.

John Beasley has successfully raced a number of cars beginning in his mid-twenties. They include a Ralt RT3 and RT4, a Holden Commodore saloon car (suitably modified) and from the same Holden stable, a Torana XU1 specifically for tarmac rallies; John fitted an alloy head and with Weber DCOE carbies and titanium conrods built by a local motor bike specialist. For hill climbs, a Mitsubishi EVO 1V joined the other cars and motor bikes in the garage.

NOW TO JAGUARS!

The 1965 Series 1 E-Type Roadster had been delivered, new, by the dealer to a Mr Knowles in Adelaide. John bought the car in 2011 and drove it occasionally until, in 2015, he felt it could do with "some tidying up". It was then that a friend introduced him to Alan Baker the respected E-Type specialist. Alan is not just capable of excellent renovation but complete rebuilds to the very highest standard. (See the story of Alan's much-modified, concours winning S1 E-Type in the February/ March 2021 issue of *Classic Jaguar*).

The work quickly developed into much more than a simple "tidying up". I'll let John take up the story: "We started with the engine bay and Alan quickly found rust in some of the worst possible places and that turned a simple job into a total ground-up restoration including new sills, engine frames and a complete floor. The E-Type was eventually painted in Old English White »

John Beasley poses proudly with his E-Type. Several years and much work from Alan Baker and his contacts has produced one of the most beautiful E-Types on the road anywhere today.

by a local renowned paint shop by the name of Marz and Cars and then the car was re-trimmed by Allan Smith Vehicle Trimming another specialist in Adelaide. The car was finished by December 2017 and looked magnificent."

John was spurred on by the success of this work and, in particular, the fact that he had found Alan Baker who could take control of this sort of project and knew craftsmen who could carry out the calibre of work to his complete satisfaction. It soon led to him thinking of another project that had been hiding away in the back of his mind and that could, perhaps, become a reality one day with the help of Alan. He was the first to admit that it was bold and not everyone jumped with joy when he mentioned it!

The work could be considered by many as impossible. It would certainly need a very high degree of inspiration from those involved. It included electric power steering, air-conditioning that operated when the engine is not running, Tremec five-speed gearbox, MSD ignition and Ferrari clutch with lightened flywheel. Not to forget, of course, the not insignificant matter of widening

THE BUILD

The car as originally bought. Series 1, Left-hand-drive and in "in need of a little tidying up."

Body panels sent for chemical stripping. John Beasley joked, "Make sure he doesn't take it to the scrap yard!"

Top craftsmanship gives the bodywork the extra "breathing space" to accommodate the bigger tyres/wheels.

A test is done to see how the finished colour will look. The black chrome for door and window fittings contrasts with the silver finish of the Magno Grey for the body.

The thick primary filler is rubbed down to a shine.

More coats of paint, then hours spent rubbing the body down by hand to eliminate any imperfections.

the rear of the body by six inches!

The first thing was to find a suitable car and Alan Baker knew of a recently imported E-Type Coupe from the United States and that car was secured by John in 2016. It was then that he mooted the idea of what he had in mind. "Alan was not totally convinced that my vision was realistic, but he took the car into his Adelaide workshop and started the work. I knew Colin at Marz and Cars, of course, from his work on my E-Type Roadster and his exceptional standard of workmanship."

But this challenge was on a totally different level – not the least being John's challenge of widening the rear body by those six inches!

And John also had a very determined vision of how his new project would be finished in terms of paintwork. "I had in mind Magno Grey for the bodywork which is a lovely steel colour which, when wrapped would give a satin finish and this would be off-set with black chrome on the bright metalwork such as window surrounds and door handles – I was determined this would continue the theme. And, finally, to add to the impact on the eye, I had in mind interior trim in very dark grey with a light grey piping." John drew up a very specific list of how he wanted the interior finished and handed it to Alan:

- **Seats -** Black Nappa Leather with Grey Contrast Piping, Black Moquette Backs.
- **Carpets -** Charcoal Cut Pile with Black Vinyl Binding.
- **Door trims -** Black Ambla Vinyl.
- **Headlining -** Grey Wool with matching Sun Visors.
- **Dash top -** Covered in Ferrari Mousehair Cloth.
- **Sill panels -** Black Vinyl with Grey Diamond Stitching.
- **Centre console -** Aluminium Centre with Armrest in Black Leather.
- **Rear luggage area -** Black Vinyl.
- **Wheel arches -** Black Moquette Fabric.

"It might seem over the top, but I wanted the sills finished in a diamond quilting finish to compliment the other items on my interior trim list and I am delighted to say we finished up with just what I had in mind. It is simply perfect!"

ALAN BAKER'S STORY

"Some months after I completed the rebuild of John's 1965 Series 1 E-Type Roadster, he made a passing comment about being interested in acquiring a fixed head E-Type Coupe as another challenge. Well, it so happened I had another customer who had imported from the States a Series 1 Coupe but had subsequently decided he wanted to sell it on; and so started this amazing project!

"When we went to see the car, it was clear that it was in an unloved condition and would require some work including the floor, door skins and sills as John has already explained. But I assured him this work was nothing that couldn't easily be put right, and John made an offer that was accepted and my involvement started."

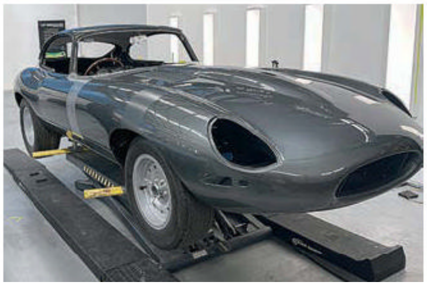
Alan says there was one critical point that they both agreed upon – to pay attention to every detail down to each nut and bolt while ensuring the car finished up as original as possible. "That is absolutely fine by me, it is exactly what I am used to doing." Alan stops in his explanation. "But then the project took off in a totally different direction and one that I was not expecting!"

"John had seen my E-Type Coupe and liked what he saw. He wanted the same but with a difference. And this difference was something that I had never tackled and I believe very few in the world had been brave enough to contemplate and that was widening of the body from the doors back to the »

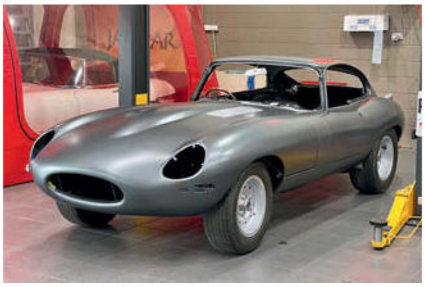
Detail work of the highest order. This is around the rear light cluster.

Hand-crafted bonnet looks good with double the number of louvres and ensures better air flow.

The E-Type bare metal gets treated to 2K filler, rubbed down before the first under-coat is applied at Marz and Cars.



A clear coat of paint is applied to seal in the final Magno Grey to produce the car's distinctive appearance.



"Wrapping" the final coat of paint brings a satin finish to the Magno Grey and protects it against the harsh Australian environment.

The normal bright chrome fittings such as door handles and window surrounds are painted darker grey – almost black – by local Hot-Rod paint shop.

rear by a whole six inches. Yes, six!"

The car was taken to pieces – Alan called it a "rolling body shell" and this was despatched to the bodyshop that had done such good work on behalf of Alan in the past, Marz and Cars in Adelaide. The instruction was that the car would have "deep dish" pin-drive Dunlop period racing wheels, the original six-inch wheel rim to be replaced so the E-Type ended up with ten-inch on the rear and eight-inch at the front. And shod with Avon performance semi-slick tyres to suit.

"Anyone who knows bodywork will know that this entails drastic work. To provide the clearance for the new wheels, Colin Grimmond, the master panel beater at Marz and Cars, had to remove both the rear inner and outer guards and then form, by hand, new inner guards… and, of course, ensuring that the range of travel of the new wheels and tyres was adequate without risk of contact between the wheels and tyres and the bodywork under any and all road conditions.

"Once satisfied that this had been achieved, Colin turned his attention to the front wheels and with the steering wheel on full lock he modified each headlight diaphragm to ensure more than adequate clearance – once again under any load conditions. And the legal minimum ground clearance height of 100 mm for Australian road vehicles had to be taken into consideration while accommodating all these modifications."

BRING ON THE STRIPPERS!

It was then that Alan came fully into the picture in his "hands-on" capacity. His first task was taking the car apart, piece by piece, and sending these to Minus Paint in Wingfield, South Australia, the company specialising in chemical stripping using a substance called Caustic. Alan explains that this removes all the paint and sound deadening material and saves hours of laborious manual work to achieve the same result.

"With the true condition of the car now known and the car shipped back to Marz and Cars, all panels that needed replacing were listed and I ordered these with a company well known to Jaguar enthusiasts in the UK, SNG Barratt of Bridgnorth."

This can take some time, but Alan wasn't idle! While he waited for the parts to arrive from the other side of the world, he sent the front suspension components to metal finishers, Delway Brass of Adelaide, to be nickel plated and the company also zinc plated all fasteners and other under-bonnet items.

"The suspension parts were returned looking absolutely pristine. I spent time re-assembling the suspension and the car was starting to look as John would want it – and me too! Then I turned my attention to how the interior of the car should be presented.

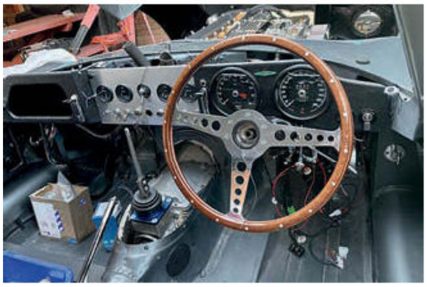
"E-Type Jaguar fans know that the early models had bucket seats that look fantastic. So, after discussion with John, we decided to find a set of E-Type Roadster seats with the characteristic pointy backs – then I set out to locate a dimpled aluminium instrument facia as found on the early model 3.8 E-Types and turned to SNG Barratt in the UK once again. Then Alan found and fitted a cubby box armrest that is part of the specification in later model E-Types.

"Essentially what I was doing was using all the best bits from both the early and late E-Types and merging them into one package making for a unique look, both inside and out. Alan Smith Vehicle Trimming was brought into play, and I approached Alan telling him we didn't want the standard colour scheme but something subtly different but at the same time tasteful. The result was just what

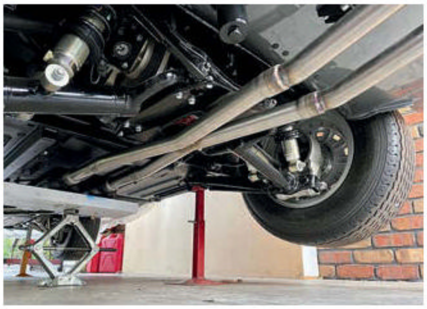
THE BUILD *(continued)*

The E-Type now fully painted arrives at Alan Baker's workshop for fitting out.

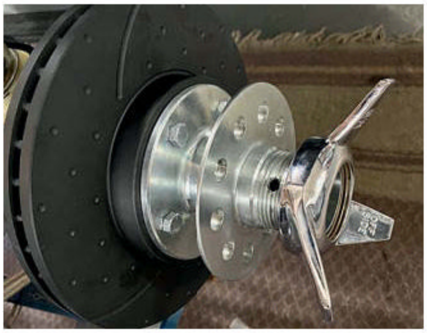
Alan Baker, the maestro at work.



Alan sourced many items for the dashboard locally but the main parts were shipped out to Australia from SNG Barrett in the UK.



The twin exhaust gives the E-Type a special sound. It was hand-built by Alan Baker.



The car needs to stop!

we wanted. He and his team are master craftsmen at their work".

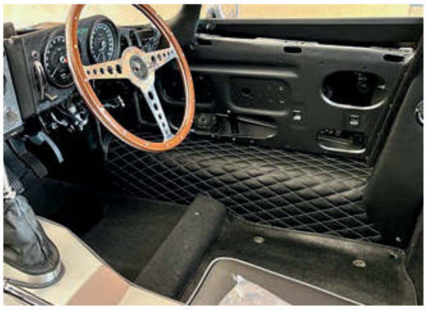
"As the exterior paint for the car was to be this arresting silver grey scheme which would eventually be 'wrapped' and have a wonderful smooth satin finish, we went for a contrasting grey cut pile carpet, black leather seats and dark grey piping The dash top was to be covered in the Ferrari anti-glare material called Mouse Hair – it gives the appearance of a very fine velvet material. I must say the whole package looking both stunning but also tasteful."

Then attention turned to the mechanical side of the car and Alan decided to bring in a local wizard at engine work, a man by the name of Bob Sherry, highly regarded in the motor and drag racing community around Adelaide. "The brief that I gave him was to create an engine with heaps of torque but easy to live with on the road and in traffic. We sourced a set of fast camshafts from Rob Beere Racing in the UK. Then three 45 mm Weber DCOE side-draft carburettors mounted to a Redline manifold obtained from MSD, Rahway, New Jersey, United States" The company also supplied other 'go faster' electrical parts including ignition and coil, 8 mm leads and Unilite distributor.

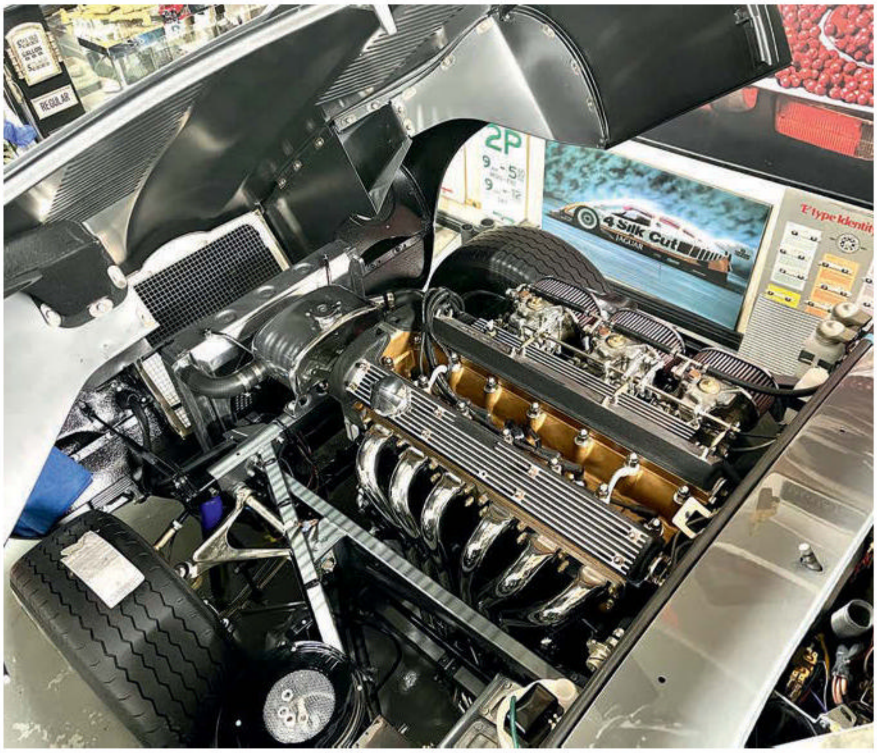
Then Alan coupled the engine to a Tremec five-speed gearbox and with the differential gear ratio chosen at 3.54, this would give brisk acceleration from the traffic lights but with the .73 fifth gear it still allows comfortable motoring at highway speeds. The exhaust is polished stainless-steel tuned length headers running to a two-inch inlet by two-inch outlet and with a combination of other parts including Hush Power exhaust mufflers then an X crossover pipe before exiting »

Beauty personified. The perfectly sculptured rear-end of his E-Type. Now six inches wider and even more beautiful.

The remit for local engine "wizard", Bob Sherry, was for high torque but easy to manage in traffic.



A special touch is the diamond pattern trim on the door sills.



the rear, all put together by Alan. The sound is exhilarating without attracting too much attention!

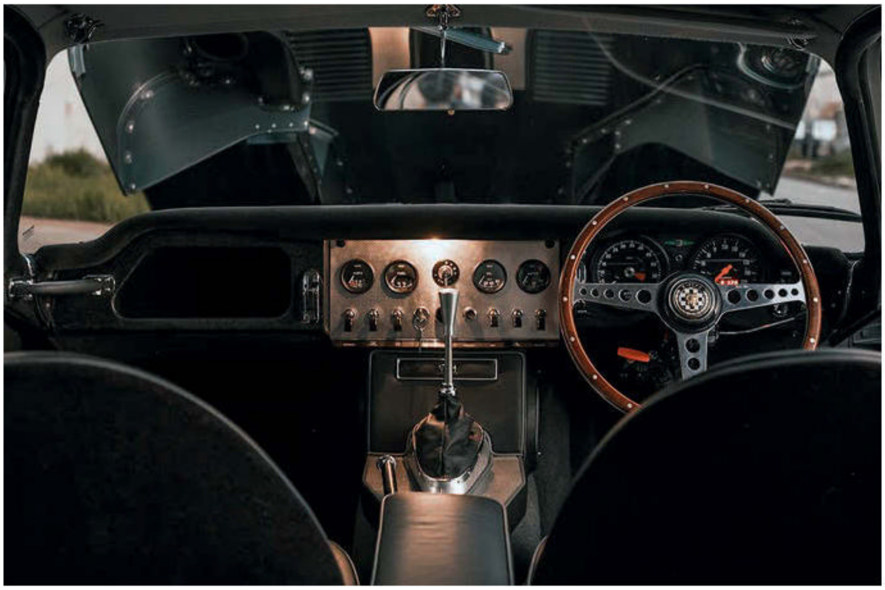
PAINT PERFECTION

Anyone who has had the slightest experience of the work involved in achieving a good paint finish to a car will know the task that lies ahead. And the task involved in the standard that both John Beasley and Alan Baker wanted on this Jaguar E-Type was not the usual brief visit to the local High Street paint shop but one that lasted more than two years and could, in itself, warrant a stand-alone article in *Classic Jaguar* magazine filling several pages!

Alan Baker again: "Marz and Cars only work to perfection, and with advance warning, they had earmarked many hours strung over months for John's E-Type – the car was with them for two years! They started by ensuring the basic metal work of the body was as true as possible with the metal surface totally flat without blemish – all this done by hand, of course. Once achieved, the body was passed over to the painter, Stephen Papengorgio, who applied a combination of a lightweight Polyester filler plus a 2K filler primer to all surfaces. Using a guide coat on all surfaces (light black spray) it was then blocked-back by hand with varying texture abrasive papers until the operator was sure the foundation metal surface was perfectly flat.

"Once achieved, Steven then applied a sealer undercoat over the whole car and again rubbed it back and only when the surface reached that state of perfection did he apply the body colour. And this body colour was applied over a number of individual coats and left to flash-off between coats. Once cured, the surface was de-nibbed to remove any surface imperfections and then a clear, sealing, top coat was applied. Once again, this was applied over several coats, each coat being allowed to flash-off before the next application.

"When the clear coat had been applied, the body was baked for several hours and then allowed to stand for three weeks between each coat to ensure it was fully cured. And when Steven was confident this had been achieved, he hand-rubbed the car down with 1500 or 2000 grade paper using a wet surface. Only then was the surface brought to perfection with the shine as John wanted. And to preserve all this hard work, the car was then sent to another local company, Winguard of Edwardstown, Adelaide, to be 'wrapped' thus giving the car the attractive satin finish we see today while providing protection against day-to-day grime. Only then was the car returned to Alan's workshop in the Adelaide suburb of Somerton Park and the E-Type reassembled and commissioned. Mission accomplished! ■



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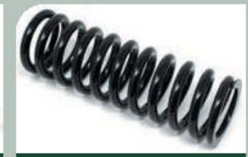
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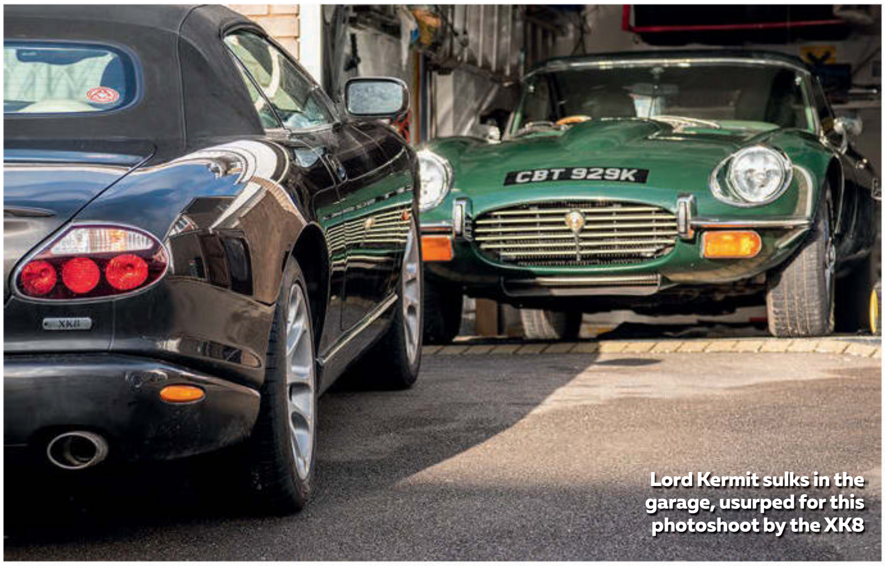
E IS FOR EXCLUDED

Peter hurts his E-Type's feelings, whilst telling us how to look like we are driving fast, without the bother of driving fast…

WORDS & PHOTOGRAPHY: **PETER SIMPSON**

Winter is a lean time for touring opportunities meaning both myself and Lord Kermit the E-Type have been languishing indoors like restless road warriors yearning for automotive action. Nevertheless, as regular readers know, I have a Jaguar touring guide in preparation with twenty chapters to complete and I could not afford to be entirely inactive. My E-Type may have been purchased primarily for the book as an undeniably beautiful photographic model although, whilst a couple of hundred pages of exclusive Kermit content would have satisfied his ego, I fear others can have too much of a good thing. Therefore, many additional Jaguars will be involved in the making of my magnum opus and during last summer much support was forthcoming from the Jaguar Daimler Heritage Trust who loaned charismatic vehicles spanning eight decades, ensuring extensive variety to the content. However, for the winter months such precious icons remain in dry storage so I needed alternatives. I have a tour already earmarked for my E-Type and had employed my XK8 on an escapade to the Scottish Highlands last February, so I decided to lean on my friends…

Fortunately I knew just the man, Jaguar Breakfast Club colleague Al, who had recently purchased a late XJS and, being a handy wielder of spanners, was returning the car to impeccable running order whilst cheerfully putting on the miles at every opportunity. Living close to the Brecon Beacons, he readily agreed to meet me there for a photoshoot, especially when I intimated that if we could involve another driver some thrilling action photography might be undertaken. The driver would be required to pilot my XK8 convertible with the roof down so that I could lean out unhindered and take photographs. Being given the keys to an XK8 would normally tempt anyone, except temperatures on the chosen day never rose above minus six, proving to be both thrilling and chilling - to the bone. Nonetheless,


Lord Kermit sulks in the garage, usurped for this photoshoot by the XK8

A head-to-head comparison of the photoshoot cars

Al found co-driver Lee with ease, although possessing a physique befitting the podium at the World's Strongest Man championship means Al's powers of persuasion are assured.

I had travelled to South Wales the previous day to assess the conditions because both cars boast fat tyres on rear-wheel drive propulsion, neither attribute being particularly suitable for winter driving. It's a good job I did because an initial foray onto the steep slopes of the Gospel Pass above Hay-on-Wye saw my XK8 skating on black ice. Having abandoned the ascent, turning was impossible. The only method of descent at a controlled pace was to leave the car in drive, balancing its attempt at forward progress against domination by ice and gravity, thus resulting in a gentle reverse to safety!

On assembling our team the next morning at a bitingly cold location outside Abergavenny, I chose another balancing act, to remain generally on the more travelled parts of the route outlined for the book, although some of these roads were necessarily high upon the mountains to gain the finest views. And so, beneath ice blue skies sharpening our frisson of anticipation we took to the spectacular roads of the Brecon Beacons National Park.

The Beacons are a favoured location for motoring journalists, affording an optimum combination of shapely uplands, accessible roads and sparse traffic that are ideal for action photography. Two roads in particular are especially suitable, being the B4562 from the Heads of the Valleys (A465) to Llangynidr, and the A4069 Black Mountain Pass. Both feature in the accompanying photographs.

The road slanting skywards from Crickhowell to join the B4562 was a fine starting point to our day and my first potential photoshoot location, perfectly timed to coincide with the 'Golden Hour', hallowed amongst photographers for the quality of light that can exist during the first hour after dawn (and before sunset). Unfortunately, in winter the harsh contrast of sun and shadows adds a complication, compounded by this particular road resolutely remaining in shadow. With a minor curse we moved higher into unbroken sunshine on top of the hill where the lighting was more evenly balanced. The plan here was to use a technique called the Tracking Shot, where the XJS was to follow closely behind my XK8 with yours truly hanging out as far as possible to capture motion blur on the road leading the eye to a crisp XJS and a snowy mountain backdrop. The roof was lowered on the XK8 flooding the car with piercing glacial air as I donned every wearable article of clothing and clambered into the tiny rear seats. Lee as driver, crouched behind the windscreen, didn't appear to notice the cold although I'm sure his words were becoming slurred by the end of the take. Conditions were perfect except for one major obstacle – the direction of the road and the time of day dictated that the low sun was either directly in our eyes or casting long shadows of the lead car onto the following vehicle. So much for the precious golden hour!

Rarely does this technique work successfully on the first pass because inevitably there are other disruptions at play. The aim is to make the XJS look like it is thundering towards us at 100 mph, although using a slow shutter speed means we can create this effect at well under half that speed. Nonetheless, how often did I glance in my viewfinder to see a delivery van catching us up and despite white van man's reputation for alacrity it did rather distract from the vision of a magnificent classic Jaguar in full flight. On each successive run we experimented with positioning the cars »

One chapter in Peter's next touring guide features his XK8 in a Perthshire winter

Minor roads in the Brecon Beacons were not advisable!

“Panning” for gold

to minimise the shadow cast by the XK8 and adjusted shutter speeds to create maximum blur whilst keeping the XJS in focus. Even in a Jaguar with a magic carpet ride, unless the road surface is billiard table smooth you have to be prepared that few images will be pin sharp. Switching the shutter to continuous release is the key and this resulted in a several hundred pictures being captured after three or four runs. Some of them looked promising and frankly I was frozen stiff by now so I declared that shot to be “in the can” and it was time to move on to the next location.

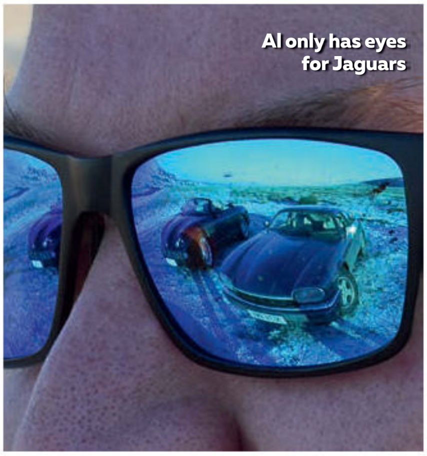
Not far from Brecon town on a moorland plateau above the A470 Tarell Valley is the National Park Visitor Centre, favourably reached by a splendid and generally deserted road boasting uninterrupted views of the high mountains. The road is an excellent location for static shots of the XJS where I didn’t have to spend long away from my XK8 heater. Al of course had not needed to leave the sumptuous comfort of his XJS cabin all morning. Thankfully the road was clear of ice and, with a dusting of snow either side, produced pictures fit for a Christmas card. I must confess to feeling a twinge of guilt for the jilted Kermit left forsaken at home, imagining the topless joviality as we frolicked in the snow. The harsh fact though is that in-between bits where I absorbed the copious heat from the XK8 interior would have been replaced by a weak, tepid flow from the E-Type’s woeful heater unit.

From here the route planned for the book takes a zigzag course along narrow, deserted roads over high passes, some exhibiting considerable gradients and after the encounter on the Gospel Pass the previous day, I feared we might engage with a grip of winter that could toss our Jaguars skidding into ditches. One such pass is known as the Devil’s Elbow, which gives a flavour of the sinister country in the darker reaches of the aptly named Black Mountain. Photoshoots are necessarily time consuming too, so to ensure we caught the now debatably revered Golden Hour at the still distant Black Mountain Pass, we gave those roads a miss. Nevertheless, I did chance our arm on a lonely moorland road above the Usk Reservoir to successful advantage for more static poses against the snowy wall of the seasonably misnamed Black Mountain.

The Black Mountain Pass is a celebrated draw for weekend motorists, attracting flocks of bikers and hot hatches in abundance. For this reason, mobile speed cameras are not an uncommon sight although often a disguised one, lurking in unsuspecting places to snare the over-zealous. Naturally this was of no concern to us

The XJS extends its comfort zone

The Golden Hour sheds flaxen light upon the XJS


Al only has eyes for Jaguars

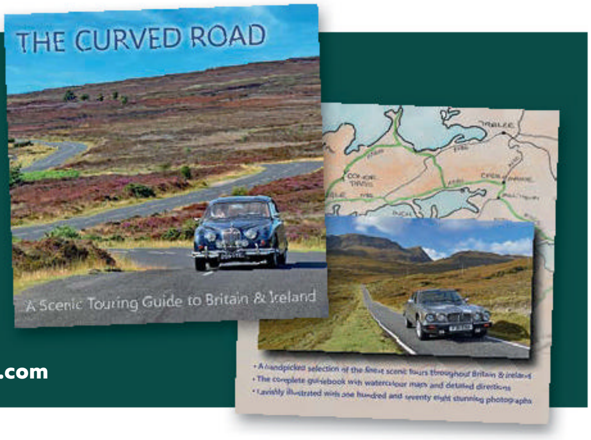
Al and Peter at the summit of Black Mountain Pass

because we were not there to go fast, just to look like we were going fast; such is the art of photographer. This historic mountain pass was laid out over two centuries ago and in modern times upgraded to 'A' road status, reaching over 1600 feet above sea level. The views are consequently sublime, the road surface smooth, being adorned with flowing curves and the odd hairpin tight enough for stimulation yet wide enough for assurance. For us, arriving on a quiet midweek winter's afternoon, the weather remained perfect and surely nothing short of technological failure could ruin the photographic opportunities. However, after a day when the low sun had been more of a hindrance than a blessing, the Golden Hour once more colluded with the topography to render the entire north side of the pass in deep shadow. We had arrived about twenty minutes too late and the sun had dipped behind the lofty mountains creating a tonal contrast too extreme for our purposes. Nevertheless, it was no hardship to decamp to the arctic-like tundra of the higher slopes, lower the XK8 roof, keep my shutter button finger well-gloved and take advantage of the golden light of the golden hour for more tracking shots.

Another useful technique in the action photography repertoire is the Panning Shot where a moving car is frozen against a blurred background. This works well with hedges and dense foliage, none of which grow in this wild mountain landscape. But the patchwork of grass, snow and shadow served pretty well to produce the desired effect, nicely contrasting the dark car and light, mottled background. I think the boys also rather enjoyed themselves, particularly Lee, as without a precariously poised backseat passenger he could drive my XK8 at pace without fear of me falling out on the bends!

Winter daylight is short and soon the darkening skies brought our photoshoot to a close. We had only managed to cover less than half of the locations I would like to include in this chapter of the book, which necessitates a revisit at some point. However, as Al is a *Classic Jaguar* magazine subscriber, he will read this feature and be rightfully proud to see his majestic XJS as the star performer, hopefully tempting him back for more action in front of the lens. If not, I'll have to be prepared to buy him lunch next time... ■

Classic Jaguar Readers may obtain Peter's current book "The Curved Road", a touring guide to Britain and Ireland, at a 25% discount, costing just £18 posted to your door. You can obtain a copy directly from Peter by emailing: **leapingcatmedia@gmail.com**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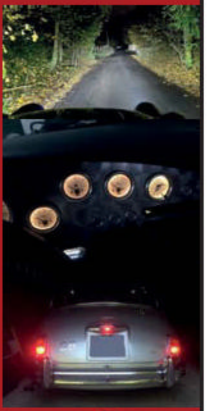

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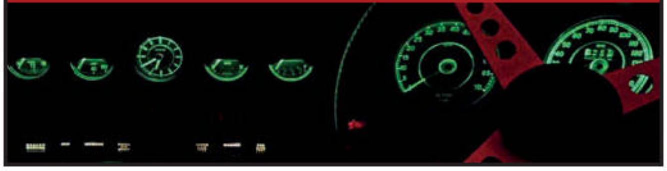

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WORDS: **WAYNE SCOTT**
PHOTOGRAPHY: **JEC**

JAGUAR ENTHUSIASTS' CLUB: THE STUFF OF DREAMS

Wayne shares just some of the experiences membership can provide...

At some point in your life, there is a moment when you stop and stare.

That was, for many of us, the exact point in time at which a Jaguar captured our imagination and you promised yourself that, one day, you'll have one.

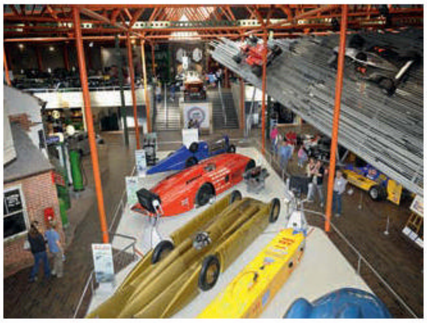
Then, the next epiphany comes when you actually get to drive a classic Jaguar. Finally, you get to experience the performance that goes with the looks. From that intoxicating moment forward, you are hooked for life.

The problem is that moments like that are increasingly rare for many young people. Ultimately the generation of classic car fanatics of tomorrow, will also be the custodians of the vehicles that current owners have all slaved over and dedicated so much time, passion and money into restoring, preserving or maintaining. So, how do we get new generations inspired? By driving Jaguars of course!

This is where the Jaguar Enthusiasts' Club comes in, as we will be running another of our Youth Driving Experience days at Bicester Heritage on 2nd April.

Building on the successful event we had last year; we are continuing to support young drivers by giving them the opportunity to enjoy driving Jaguars from across the eras. Designed to specifically suit young drivers who may not normally get the chance to drive a Jaguar, the cars on offer range from a modern 5.0 litre supercharged XK, to a classic XK150 with oodles of charm, and even a limited edition V8 F-Type. What's more is that all these cars have been offered by club members for the day and the proud owners will accompany you to help you get the best out of this money-can't-buy driving experience.

It's an amazing opportunity for young drivers to experience driving a Jaguar in a safe environment accompanied by their owners. As before, this will be open to those aged between 18-35 who hold a full UK driving licence. You can book both a morning and afternoon session if you want to enjoy a full day and spectators are very welcome!



Brockenhurst, England – July 23, 2009– National Motor Museum in Beaulieu, Opened in 1972 and owned by Lord Montagu

Young people behind the wheel at Bicester

My fondest memory from last year, apart from having a whizz round in a Jaguar XK150 of course, was seeing the beaming smiles on everyone's faces who were taking part. What's more is that it was truly smiles all around as the owners of the cars seemed to be having as much fun sharing their precious vehicles with young people, as the youngsters were driving them. I can't wait to be a part of that magic again. So, if you have a young relative or, if you are under 35 yourself, then get booking via www.jec.org.uk/events.

Of course, enabling the younger generations to find new ways to engage with historic vehicles is a commitment of the Jaguar Enthusiasts' Club as we strive to play our part in ensuring the future of the classic car world. We have had a hugely successful launch to the Jaguar Enthusiasts' Club Insurance scheme, which was launched with young drivers and existing club members equally in mind. It's great to see an insurance scheme being so successful that enables both the more experienced club member to access unique benefits through their club membership (not to mention lower premiums) but also to see the uptake of younger drivers coming to fruition who frankly, without their membership of the JEC, would have struggled to have got insured for an attainable cost anywhere else.

Enabling is going to be the key phrase throughout 2023 and is the motivation for pretty much all the activities within the club over the next 12 months.

Firstly, we are enabling members to experience their Jaguar's performance in a safe, supportive and adrenalin fuelled way with our programme of JEC Tracksport events. (See the advertisement opposite). We start our engines at Castle Combe on 25th April, then Harewood Hillclimb on 8th July, Blyton Park on 3rd August and then an incredible 'money can't buy' experience for you and your Jaguar at Thruxton on 6th October. This date is going to be amazing and is far more than just a track day, we promise that you will have never had a day like it! I'll reveal more about that event in the next issue of Classic Jaguar, but if you want a sneak peek then head over to **www.jec.org.uk/tracksport**.

Secondly, we are enabling a series of events across the country that will offer Jaguar Enthusiasts the chance to experience a full day's car show and festival experience, for a much lower ticket price. We know that times are difficult with the cost of living crisis on-going, so we want to make sure that we give you a great Summer of motoring without breaking the bank. It all starts with a JEC meet up at The Motorist near York on 15th April and continues with our headline event for 2023, Simply Jaguar at Beaulieu on 25th June. Here, we have joined forces with the National Motor Museum to make their Jaguar event even bigger and better.

Plus, lots more regional events, shows and meets – most tickets are available to buy now with early bird savings available for advanced bookings. So, head over to **www.jec.org.uk/events** and we look forward to seeing you and your Jaguar out and about this year! ■

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XCLUSIVELY LETITIA

Letitia recommends you save the date for a special Gaydon celebration (2nd September, as you're asking)...

In March 2012 Graham Cooling, a former Project XJ220 Engineer, phoned me and asked if I would contact all of the former Project XJ220 personnel and as many XJ220 owners as possible and invite them all to a 20th Anniversary XJ220 Reunion, to be held at Weston Park. I was happy to take on the challenge – it was to be the first time that I would see an XJ220 and the first time I would meet Jim Randle, Keith Helfet, Win Percy, Norman Dewis and a host of other Jaguar people besides!

Jaguar Heritage were keen to accept my invitation and agreed to bring the XJ220 Concept Car to Weston Park, and as it arrived the day before the event I was able to get a picture of Brucie parked next to it before the other XJ220's arrived!

Don Law agreed to bring the Martini racing XJ220 and the Ford Transit, which was fitted with the same V6 engine as the production cars, however, I had to raise £500 sponsorship in order to get these delivered to the event. This sponsorship was very kindly provided by All Transports and Zytek.

At this time, XJ220 was still an open wound for Jaguar Cars and they didn't want to talk about it, much less be involved in supporting it, so I relied on the generosity of XJ220 enthusiasts to sponsor the event! By 2017, this had all changed, and Jaguar themselves, via newly established Jaguar Classic, sponsored an XJ220 reunion at Silverstone Race Circuit, celebrating the 25th anniversary. This was a very up-market event, with a reception by invitation only and a parade of over 40 XJ220's on the racetrack, and I was very fortunate to be in one of them! This time I was enjoying being a part of a celebration organised by someone else, but sadly, although this event included Jaguar Engineering Director, Jim Randle, originator of the XJ220 concept and Jaguar Designer, Keith Helfet, who styled the body at Jim's request, it did not include the former Project XJ220 Personnel – those who actually produced the cars.

Discussions for a 30th anniversary celebration began in 2019. This was intended to build on the 2012 event and include everyone connected with XJ220, although, Jim Randle and several others had passed away since 2012.

With the advent of Covid lockdowns, which dragged on and on, all hopes were dashed for the anticipated celebrations of 2022, and it was late in December when I finally received a call from Graham Collett, another former Project XJ220 Engineer, with news of the planned celebration in September 2023.

Better late than never, we hope to see a number of XJ220's at JDHT's Gaydon venue, along with XJR-15s and other cars related to the Jaguar Heritage Le Mans theme.

XJ Coupes have now been added to the invitation list, at the request of those who attended Nigel Webb's XJ Coupe Day at the Mike Hawthorn Museum last July. This proved to be such a popular event by those who attended, that they were keen to do it again this year. As it would be unfair to expect Nigel Webb to host this event on an annual basis, we feel that Gaydon will make an excellent venue – especially as it will be 50 years since the model's announcement. ■

Brucie and XJ220 concept at Weston Park, June 2012 *(Annie-Rose Mace)*

Weston Park 2012 - XJ220 owners and all those associated with the production of the XJ220 *(Nigel Thorley)*

CONTACT

Go to Letitia's website (**www.xclusively-jaguar.co.uk**) to sign up for her free online magazine and follow on Facebook and Instagram for regular news of special offers and events. She can be contacted on **Letitia@exclusively-jaguar.co.uk**.

Jane Weitzmann's XJ220 at Wappenbury Hall *(Letitia Mace)*

XJ Coupe at The Mike Hawthorn Museum, July 2022 *(Letitia Mace)*

Letitia Mace with Jim Randle at the XJ220 reunion in 2012 *(Nigel Thorley)*

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WORDS: **GAYNOR CAUTER**
PHOTOGRAPHY: **JDC**

THE JDC YEAR GETS OFF TO A FLYING START

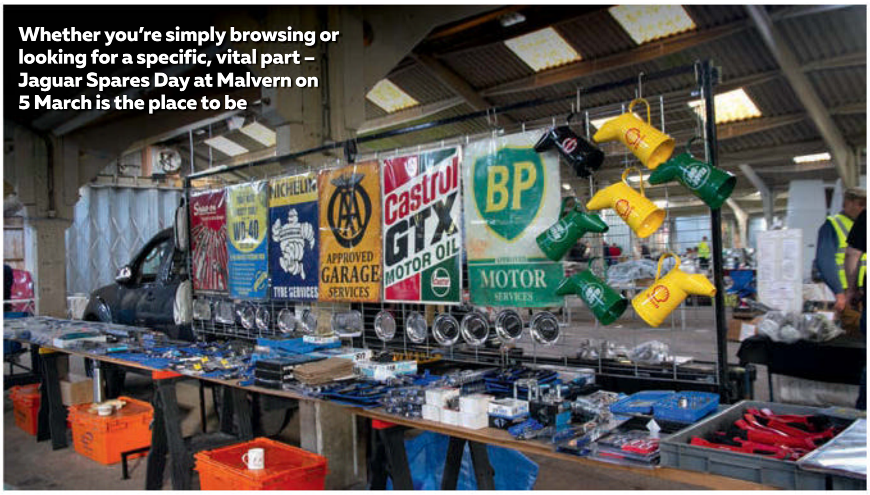
The events just keep coming – diary at the ready?

At last, things are starting to happen, and it will soon be time to start thinking about getting those cars out of hibernation. If you have been very quick to read this issue of *Classic Jaguar*, your first stop has to be Jaguar Spares Day on Sunday 5th March, this year at the new venue of the Three Counties Showground in Malvern, Worcestershire WR13 6NW. Whether you are recommissioning your classic or simply waking it up, you're bound to find what you're looking for at Spares Day and, if you hurry even more, you can save £5 by booking your ticket online at **www.trybooking.co.uk/CCGO**. Missed it? Never fear, there is another opportunity on the 8th October!

March is proving to be a busy month because the JDC will be at the NEC a couple of weeks later, on Friday 24th to Sunday 26th, for the Practical Classics Restoration Show. Come and visit the stand, browse the new lines in merchandise and see what cars we've managed to unearth. Our technical and concours experts will be on hand over the weekend to answer any questions and help you with your projects.

For paid-up members of the JDC, there will be an AGM at the British Motor Museum, Gaydon, after lunch on Saturday 1st April but everyone is invited to the morning Breakfast Club meeting to celebrate 10 years of the fabulous 'future classic' F-Type. If you have one of these magnificent super-sports cars, then why not come along? It's free – just turn up around 9:30am and join the display. And even if you haven't got an F-Type, you can still join in with any model of Jaguar or Daimler, ancient or modern.

For a full list of the Jaguar Drivers' Club's events and activities for 2023 – plus details of how to join – go to **www.jaguardriver.co.uk**. There's a lot more to the JDC than just car shows – in addition to a full-colour monthly magazine, there are monthly social meetings all over the UK, tours at home and abroad, excellent discounts on services, parts and insurance, and technical help and support. So, don't miss out – be a part of the greater Jaguar family and join us today. ■


Whether you're simply browsing or looking for a specific, vital part – Jaguar Spares Day at Malvern on 5 March is the place to be

Come and visit the JDC stand at the Restoration Show, from 24-26 March at the NEC

JAGUAR DRIVERS' CLUB
food bar

Calling all F-Types – come and celebrate 10 years of Jaguars super-sports car at Gaydon on Saturday 1 April

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INSIDE THE JAGUAR DAIMLER HERITAGE TRUST

The activities of the trust are explored through their staff, volunteers & exhibits

MIKE GALLERY
JDHT WORKSHOP VOLUNTEER

Mike Gallery has been volunteering for the JDHT since he retired in 2017, after 44 years in the motor industry, and 17 years at JLR.

Mike became interested in cars at a very early age. He particularly remembers being captivated by a brochure depicting the recently launched Jaguar E-Type given to him by his father, who picked it up at the 1962 Earls Court Motorshow.

Aged just seven, Mike thought the brochure was a work of art and showed the car off beautifully. From that moment forth, Mike became a sports car fan, with the E-Type being his first 'hero' car. By his mid-teens, and after a succession of 'Saturday jobs' in car accessory shops and body work garages, Mike had developed a keen interest in motor sport. He was convinced that this was going to be his ultimate career destination.

In 1971 he spotted an article in Motoring News reporting on newly formed Formula 3 constructor and entrant called Team Ensign, which was located within easy cycling distance of the family home in Cannock, Staffordshire. At the earliest opportunity Mike presented himself at the Team Ensign premises and persuaded the owner (Morris Nunn) to take him on as a general 'dogsbody' at weekends and in school holidays for no pay.

Mike hoped that the experience would provide him with a possible entry into his chosen career path. The escapade with team Ensign lasted two years, and Mike found it to be incredibly enjoyable and formative. It achieved two profound things: firstly, it ignited Mike's interest and aptitude for automotive engineering, and secondly it demonstrated that a career in motor sport was completely incompatible with any kind of normal social life…

It was at that point Mike decided that the mainstream motor industry was a better career choice, and in 1973 at the age of 18, he joined Dunlop Tyre Division as Technical Trainee. After completing his training and obtaining a degree in Mechanical Engineering, he became a designer in high performance and winter tyre development.

This choice turned out to be the correct one, providing the opportunity to drive a variety of high performance cars both on road, on test tracks in the UK & Europe, and on snowy mountain passes and frozen lakes. Mike managed to get behind the wheel of Jaguar, Rover, BMW, Mercedes, Lotus, Alfa Romeo, and Porsche models. By 1983 however, all was not looking too rosy at Dunlop.

Mike took the decision to join the Chassis Engineering Department of what was then called Austin Rover. As the company morphed through its various incarnations over the next decade Mike managed to get involved in some interesting projects like Rover Vitesse, MGRV8, MGF, reintroduction of the classic Mini Cooper, Land Rover Freelander I, Rover 75, and in the late nineties, had a very fruitful relationship with his counterparts in BMW (who had recently taken over the company), culminating in close cooperation on the new Mini.

Mike at Gaydon with 77 RW

C-X75 at Silverstone team event. L-R: Mike Gallery, Mike Richardson (JLR Hybrid technical Specialist), Paul Newsome (Head of high performance vehicles, Williams), Alex Burns (Williams CEO), Bob Joyce (JLR Engineering Director), Mark White (JLR Chief technical specialist Body engineering)

Mike's F-Type at a JEC Mallory Park TrackSport day

F-Type Coupe 2014 global press launch, MotorLand circuit Aragon, Spain

At the wheel of NUB 120, 2018 XK 70 event at Shelsley Walsh

C-X75 at the Buckingham Palace Coronation Festival

During 1999 Mike realised that despite its promising beginnings, the BMW / Rover relationship was deteriorating rapidly, so in April 2000 he left to join Jaguar Chassis Engineering at Whitley. During this time Mike got to work on pretty much all the product launched between 2001 and his retirement in 2017.

Noteworthy highlights included X150 (XK) and X250 (XF), and in particular, the transformation of them into 'properly fast' cars with the introduction of the supercharged AJ133 (XKR) for 2010MY. The icing on the cake however came in January 2011 when the then Engineering Director Bob Joyce, asked Mike to lead the chassis engineering effort within the team to trying to turn the C-X75 concept car into a reality.

"Working with Williams F1 at their base in Grove, this assignment started the most intense 18 months of my entire professional career to date," Mike recalls. "It was utterly exhausting but was a privilege and an amazing experience". The team managed to build 5 carbon fibre bodied hybrid prototypes (one of which is now in the care of the JDHT at Gaydon), before the programme was sadly cancelled.

Another favourite project of Mike's was of course, the launch of the long-awaited F-Type, where he had the opportunity to support the press presentation events of both the 2013MY roadster and the 14MY R Coupe. So, while all this was going on, what happened to Mike's motor sport aspirations we hear you ask? Well, that was one itch that never quite went away.

In 1988, he and a friend converted a 1965 Morris Mini Minor into a 1380 cc Cooper S racer to compete in various modified production and classic car classes of sprint and hill climb events. The car has been campaigned frequently ever since and has given Mike an enormous amount of pleasure and a reasonable amount of success; the latest being winner of the Classic Car class of the 2022 Midland Speed Championship.

The Mini is now taking a well-deserved but potentially temporary retirement as Mike scratches another long standing 'itch' to race a single seater as he embarks on the 2023 season with a new toy in the form of a 1986 Van Diemen Formula Ford.

Mike's other toys include a 1988 Porsche 911 Carrera Sport which is used for club events, trackdays, and the occasional hill climb; it has also done a few laps of the Nürburgring.

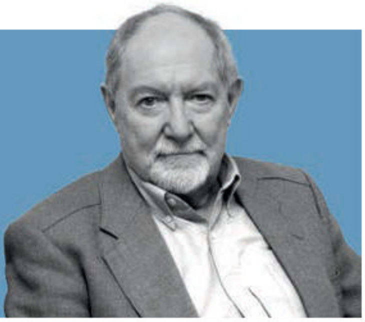
But the star turn in his garage is a 2017 F-Type R AWD. Mike says "as the spiritual successor to the E-Type that fired my imagination so long ago, this is the car I like to use as my daily driver. We've done the North Coast 500, and quite a few track days including the JEC Tracksport events at Castle Combe and Mallory Park, as well as some hill climb driving schools".

At the JDHT Mike enjoys being able to contribute to the maintenance and care of the vehicle collection and then sharing with and demonstrating them to members of the public at events at Gaydon and elsewhere, as he says "it's an absolute privilege to be involved with such an amazing collection of vehicles".

As well as supporting the Trust and racing / preparing his own cars, Mike helps friends with the preparation and maintenance of their race cars, and is currently assisting in the restoration of a genuine 1968 Austin Cooper S. Another question we asked of Mike – what would be your lottery win automotive purchase? "No contest," he says. "It would have to be one of Henry Pearman's glorious Eagle E-Types – Gunmetal Grey with Cranberry interior. The only problem would be deciding between Roadster and FHC, so I would probably have to have both!" ■

THE ERIC DYMOCK ARCHIVE

WORDS & IMAGES: **ERIC DYMOCK**



Eric concludes the story of FRW 'Lofty' England's career

Stirling Moss, practising for the 1952 Mille Miglia in a C-type, could outbrake Mercedes-Benz 300SLs. But at 150mph, one overtook him "easily," so he sent an urgent telegram to William Lyons, "… we must have more speed at Le Mans."

The imbroglio that followed was costly despite calm, careful, measured FRW England feeling Moss had "overstated".

Bob Berry accompanying the works team to Italy thought Moss "harassed and tired". The 300SLs were fast but faced trouble at scrutineering. These first Mille Miglia cars' upwards-opening doors included the window frames and a portion of roof; it was only later that the 'gull-wings' extended over the stiffening structure sills. The race organisers quite reasonably worried that the occupants would be trapped if one overturned.

FRWE commemorative statue, Goodwood Motor Circuit – Apparently Hawthorn always specified 4 spoke steering wheels for his works D-Types

Berry played down Moss's speculation the German cars could do 175mph. Norman Dewis who had been in the C-Type with Moss was circumspect. He agreed that the still-new disc brakes provided an advantage over Karl Kling's Mercedes entering corners, but the Jaguar was left behind on straights. Moss never told him about the panicky telegram. Dewis could recall Kling slowly overhauling them. "But not with the phenomenal speed Moss was talking about."

It didn't matter. Lyons alerted chief engineer Heynes, who turned to his aerodynamicist newly recruited from Bristol Aircraft, Malcolm Sayer. More speed seemed essential on Mulsanne. Sayer lowered the nose profile, moving the radiator header tank back to the bulkhead, and stretched the tail. Wind tunnel tests confirmed success, but Le Mans was soon and there wasn't time for proper trials on a track.

During practice at Le Mans, the cars overheated. Coolant wasn't circulating. Moss wanted his Mille Miglia car's disc brakes. Three sets were brought over but never fitted; the overheating emergency was pressing and radiators of two older C-Types were hurriedly squeezed in. Bonnet panels were beaten out to make space but to no avail. In the race all three cars famously failed, one after only 16 laps. Mercedes-Benz had a spectacular 1-2, in its first big post-war event.

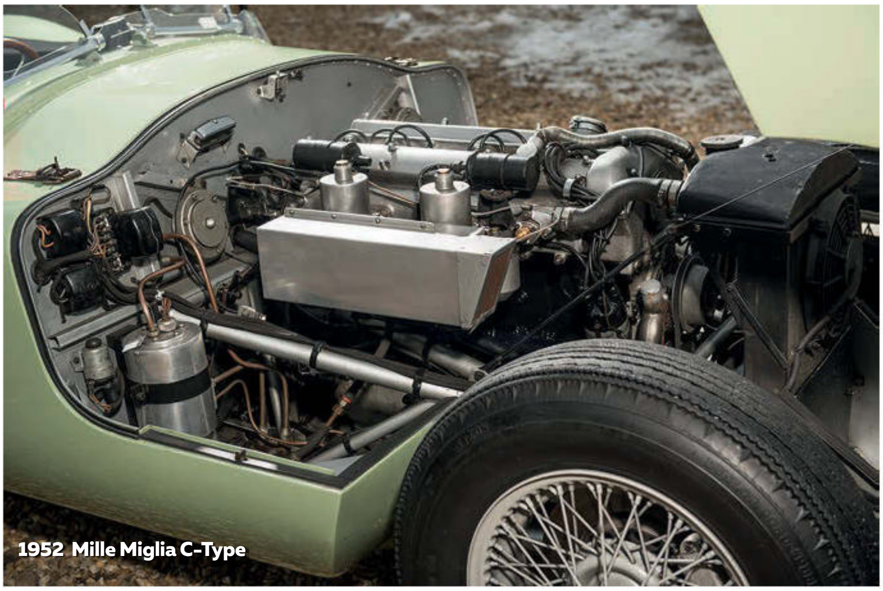
Had Jaguar run the previous year's cars with bigger carburettors and better brakes they would probably have won. The 300SLs were not nearly as fast as expected. Lofty England still decided the C-Type had been taken as far as it could, all the while complaining about racing projects being invented all over Jaguar, like Lyons'-inspired "Brontosaurus," created in Fred Gardner's wood shop. Not all survived.

One novelty of May 1953 was photographed outside the main office, a loyal coat of arms celebrating the following month's Coronation. Ernest Rankin's press release said: "A Jaguar Le Mans prototype. This interesting body is one of several prototypes developed by Jaguar for Le Mans, but for this year's race the 'stock' C-Type bodies will be used." Based on a C-Type frame this was XKC 054 with a carefully shaped Malcolm Sayer body, designated XK120C Mk II or more properly X/11. Something between a C-Type and a D-Type, its engine from Moss's TT car with Weber carburettors, it never ran at Le Mans. Lofty tried it out at Jabbeke in October 1953, with a bubble top over the cockpit. Driven by Dewis, RMV Sutton's replacement test driver it did 289.379kph (179.817mph).

X/11 was a test programme with a 2.93:1 final drive, 2in SU carburettors, undershield and according to Sayer "… was notably steady. As it was obviously sufficiently stable at higher speeds, it appears feasible to reach by a) a properly designed blanking frame on the radiator intake b) a metal fairing to replace the rear half of the bubble covering the filler cap and fairing properly into the tail and c) perhaps an attempt to obtain rammed air to the carburettors by a positive scoop in place of the louvres."

Sayer was writing the first lines of the D-Type. At Le Mans in 1954 Hamilton and Rolt only lost to the Ferrari 375 of José Froilán González and Maurice Trintignant by a couple of miles, hardly the length of Mulsanne. In closely fought rain-soaked closing laps Lofty England refused to protest infringements in the Ferrari pit as drivers stopped to change drenched visors or goggles. It was, he declared, a sporting contest. How customary for 1954.

It was a different sort of watershed in 1955, starting tragically for the Lyons family when son, John Michael Lyons, aged 25, died on 6 June. Some 30 miles south of Cherbourg, on a straight but heavily cambered N13, at St Joseph near Valognes, he drove Mark VII PWK 701 into an oncoming US military bus. The reason was never established, visibility was good, and he was familiar with driving on the right.


1952 Mille Miglia C-Type

MEMBERSHIP
MDU 212
Sir Stirling Moss reunited with C-Type at the RAC Clubhouse

Yet even that was overshadowed by the disaster at Le Mans. Mercedes-Benz brought its 300SLRs, with airbrake and two and a half hours into the race its French guest driver Levegh crashed on the pits straight. The car disintegrated killing over 80 spectators, injuring countless more, a catastrophe that provoked reaction from governments and campaigners. Motor racing was forbidden in Switzerland, barely tolerated elsewhere. French, Swiss, German and Spanish Grands Prix were cancelled.

Enquiries inquests and investigations concluded not very much except that like most disasters there was not a single cause, or even a culprit. Mike Hawthorn, turning towards the pits in his D-Type, was invariably exonerated. Lance Macklin was scarcely blameworthy either, despite his perilous swerve in the relatively slow Austin-Healey. Confronted by Hawthorn's decelerating Jaguar he had little choice. Even the hapless Levegh, who died in the fireball of Elektron-magnesium, was not wholly responsible. Years later Stirling Moss averred that if Fangio had been driving, the accident might have been avoided. Maybe Levegh, less gifted, less experienced, glanced in his mirror the moment Macklin swerved.

Narrow track, wattle fencing and earth banks threw the Mercedes-Benz into the air. The 300 Sport Leicht- »

Rennen's (SLR) engine was wrenched from its brazed steel tubular space frame, into the packed enclosure. There was no single trigger, the race was not stopped, organisers deciding, probably rightly, that the ensuing chaos would have closed roads, hampered rescuers' ambulances to say nothing of analysis.

Alfred Neubauer's team withdrew and invited Jaguar to share the gesture, but FRW England kept them running, convinced Hawthorn was not responsible for what happened. The decision was typical of unsentimental, practical Lofty. He demanded loyalty and discipline, principles he watched Prince Chula follow in the 1930s White Mouse stable when he was its mechanic. At Reims in early 1956, Le Mans hero Duncan Hamilton ignored England's pit signals and was fired on the spot.

The Automobile Club de l'Ouest (ACO) obediently distorted the 1956 event, reducing the 24-hour classic to a stopwatch and mathematical contest of fuel consumption against engine size. The pits and start-finish area were rebuilt, no bad thing after the careworn 1940s and, under pressure from public opinion that doubted motor racing could ever be safe, stricter rules and regulations were invoked. Le Mans may never have been quite the same again, yet it survived. Prospered even.

> “At Reims in early 1956, Le Mans hero Duncan Hamilton ignored England's pit signals and was fired on the spot.”

France became wary about rallies. A nervous government forbade open sports cars from events on public highways, as though that was going to make a difference. French politicians, like politicians anywhere, tried to appear engaged but only succeeded in looking shifty. Bans were nodded through in deference to hand-wringing lobbyists and some changes at Le Mans were a long way short of profound. Wisely, no safety guarantees were issued; several revisions were practical and common-sense.

Le Mans 1956 was the last for works Jaguars in the classic era. The new longnose D-Type could only manage sixth but fortunately Ecurie Ecosse was at hand. The Scottish team also went on to win with an England-supplied, ex-works car the following year when Paul Frère crashed in a train of events that collapsed the works team. England provided Jaguar engines for Listers and Tojeiros. But any hope of returning to Le Mans with the XJ13 came to nought.

The D-Types had dominated Le Mans, Lofty's sub rosa private entries and Ecurie Ecosse surrogates had been hard to beat. William Lyons' knighthood in the 1956 New Year's

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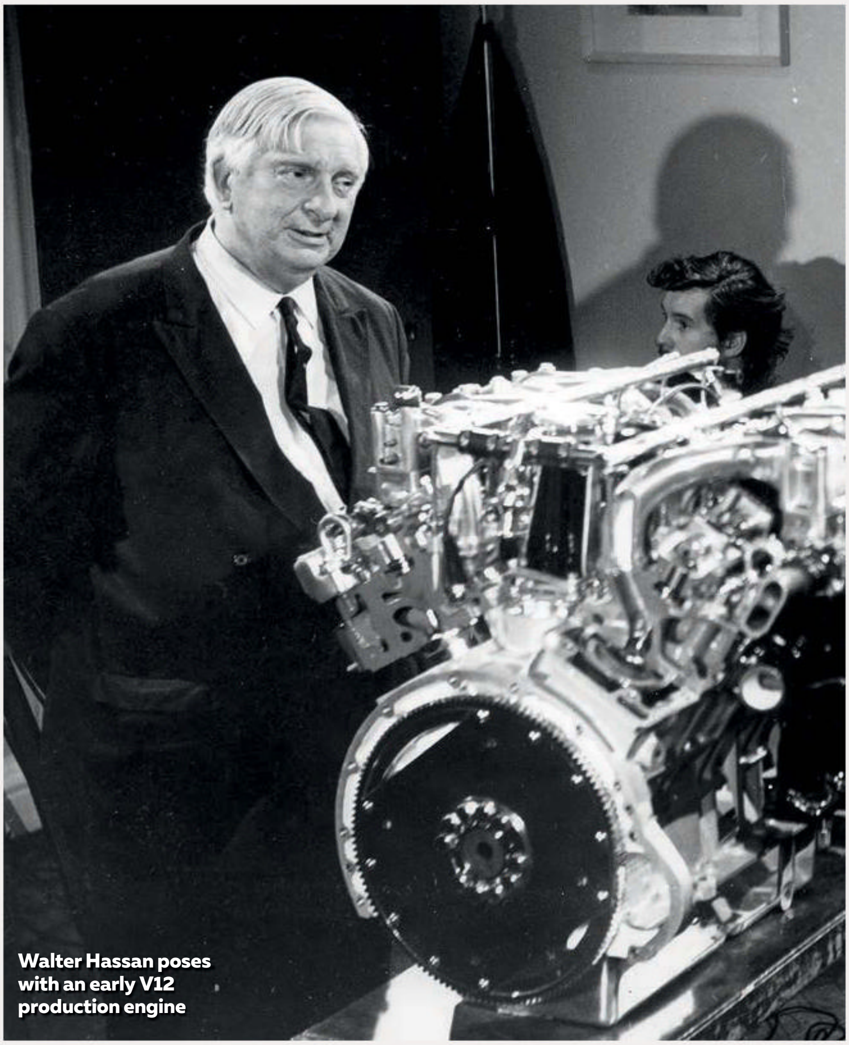
Ecurie Ecosse D-Types being loaded at Merchiston Mews

Jim Randle



Walter Hassan poses with an early V12 production engine

Honours, sealed its accomplishments. Queen Elizabeth II visited the freshly refurbished million square foot Brown's Lane plant. Shareholders were content, the brand was flourishing.

Yet, by autumn, the pace slackened. The whole of motor racing took time to recover, and a press statement was sombre: "Jaguar Cars Ltd, after very serious consideration announce their withdrawal from the field of international racing and other competitive events and state that no official entries or works teams will be entered for events in 1957. An annual racing programme imposes a very heavy burden on the Technical and Research branch of the Engineering Division, which is already fully extended in implementing plans for further development of Jaguar cars."

The year had begun well with Ronnie Adams' Mark VII winning the winter Monte Carlo Rally. The Appleyard's Alpine Cups were still full. Export markets looked good up until July when Egyptian President Nasser nationalised the Suez Canal and October-November 1956 wrought industrial and international crises, which cut Jaguar production.

The Government imposed a four-day working week and to make things worse in 1957 the Brown's Lane fire caused damage of £3.5 million to engine assembly and machine shops. Service, trimming, and testing areas were destroyed. Several D-Types shared the fate of 270 fire-damaged production cars and had to be scrapped. Production resumed after nine days, the factory was operating normally inside six weeks, but 1958 brought no more than 18,000 cars.

Following withdrawal from racing Lofty England returned to his role as director of the service department. In 1958 Tony Vandervell offered to sell him the Vanwall Formula One team after Stuart Lewis-Evans' death in the 1958 Moroccan Grand Prix. England refused and was never directly involved in motorsport again. Instead, he ascended the corporate ladder and when Daimler merged with Jaguar in 1961 joined the board as assistant managing director. For the next five years he negotiated Jaguar's merger with BMC in British Motor Holdings. At the end of 1967 Sir William retired, England and Bill Heynes succeeding him as joint managing directors. BMH merged with Leyland Motors in 1968 to form BLMC.

It was only the persistence and dedication of Lofty England who initiated the XJ40 program in 1972, Jim Randle director of vehicle engineering who developed it, and John Egan, who took over in 1980 with a £78 million development that saw it to production. In 1973 a full scale XJ40 mock-up was seen by Lord Stokes and Leyland finance director John Barber, who told England it was not sufficiently different from the previous model and, "in spite of the need to maintain a traditional Jaguar line they were not prepared to give it approval."

Claims that the XJ40's engine bay was deliberately made the wrong shape so that ex-Buick Rover V8s would never fit may be apocryphal. Yet there was certainly resistance throughout Jaguar to BL's baleful influence. England himself said, "Once the Stokes-Barber era closed in 1975 Jaguar could re-assert itself on style," and although the first new saloon from the company for 18 years, did »

The last S3 V12 E-Type

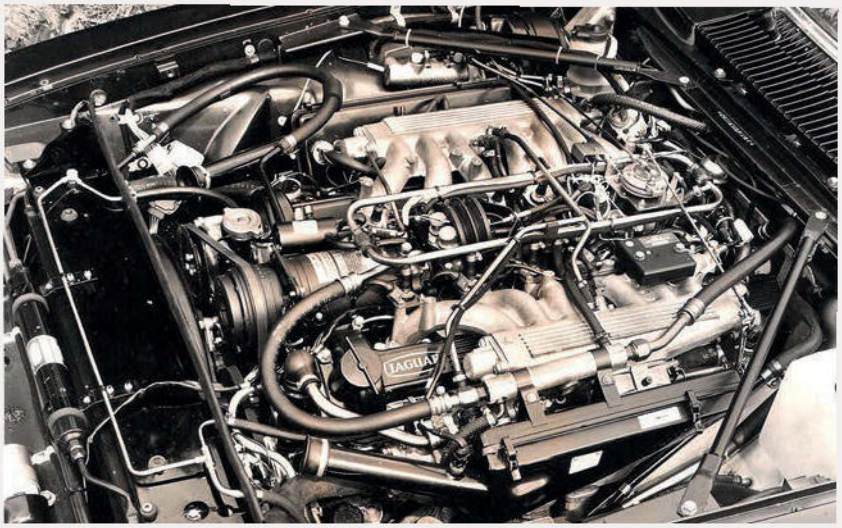
resemble the XJ6, no components were carried over. Its 12 cylinder was three years away and although the drag coefficient of 0.37 was disappointing the new body was lighter and stiffer.

Lofty England invited Walter Hassan back to develop the V12 for the Series 3 E-type in 1971. Faced by a union revolt that threatened delays to the V12 XJ he reflected perhaps on his old connections with Daimler, agreeing it be called the Double Six. FRW England became chief executive and chairman as XJ12 was elected Car of the Year against competition from S-Class Mercedes-Benz. It would have won even without the British jury members because, crucially it was still competitively priced. Bob Knight worried along with Sir William this was a pricing policy doomed under BLMC. They were also concerned over engineer's salaries and status being eroded under a corporate obsession with managers, accountants, and salesmen.

Despite Knight's efforts, Jaguar was spending only 1.5 per cent of revenue on research and development, against 6 per cent at Mercedes-Benz. BLMC received £3.3 million dividend from Jaguar for 1970 and another £3.68 million, the corporation's entire profit, in 1971. All BLMC companies were merged into British Leyland UK Ltd in October 1973, taking Jaguar Cars Ltd into British Leyland Exports Ltd and later BL International Ltd. Jaguar Exports Ltd took the title Jaguar Cars Ltd, followed by Leymotor Five Ltd.

Relegated to a division within the Corporation, Geoffrey Robinson at 34, running BL's Innocenti factory in Milan making Austin-Healey Sprites, was appointed managing director. With increasing industrial tensions and centralised decision making within British Leyland, England's position was untenable and aged 63 in 1974 he retired.

After moving to Austria, Lofty became a consultant to Reliant of Tamworth, looking for a European distribution network for its Scimitar GTE following development of its more refined SE6. After a full lifetime of Jaguar and the forefront of motor racing, Frank Raymond Wilton England died in 1995, aged 83. And Jaguar was no longer run by gentlemen. ■



The later 1981 'HE' development of the V12 engine

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The tyre size **185VR16** is very important for the best sports cars up until 1960. It is the radial tyre fitted to 1950s DB Aston Martins, Ferrari and Maserati and of course the radial tyre of choice for XK Jaguars. The picture (right) shows the period crossply; 600H16 Avon TurboSpeed, second from the right as a control. Then on its right the Pirelli Cinturato CA67; the benchmark sports car tyre of the period and still the perfect handling tyre to suit a chassis of this period. The Michelin X (third from the left) is also a period tyre. You can see from this picture that the other tyres available are all too fat, spoiling the car's handling and/or too small affecting the gearing.
The 185VR16 Pirelli Cinturato CA67 is still; and always was the tyre of choice for the top sports cars of the 1950s. You would fit a 185VR16 Pirelli Cinturato to your Ferrari 250 California Spider and you would also fit it to your XK120 and it is **back in stock!**

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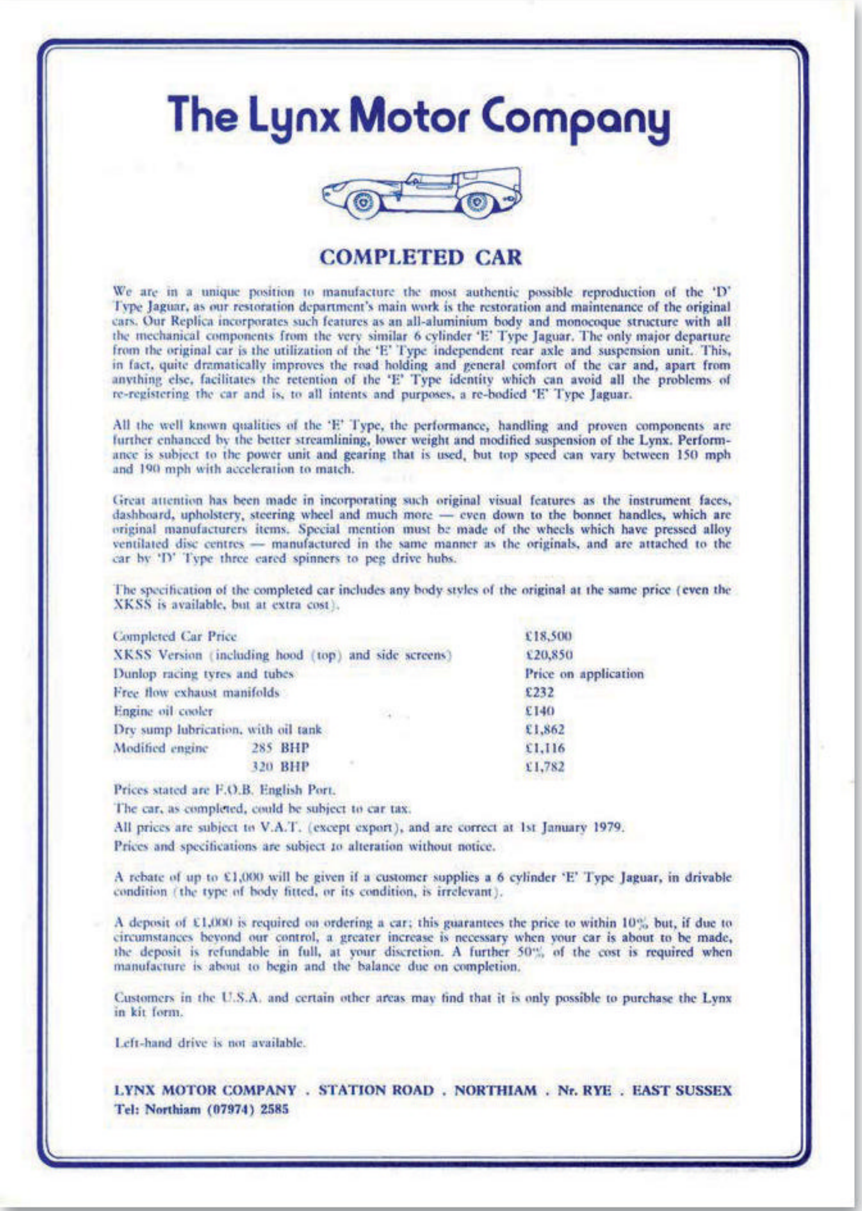
LYNX MOTORS INTERNATIONAL

Tony takes us on a personal journey through the history of the famous replica manufacturer…

WORDS & IMAGES: **TONY BROWN**



The Lynx Motor Company

COMPLETED CAR

We are in a unique position to manufacture the most authentic possible reproduction of the 'D' Type Jaguar, as our restoration department's main work is the restoration and maintenance of the original cars. Our Replica incorporates such features as an all-aluminium body and monocoque structure with all the mechanical components from the very similar 6 cylinder 'E' Type Jaguar. The only major departure from the original car is the utilization of the 'E' Type independent rear axle and suspension unit. This, in fact, quite dramatically improves the road holding and general comfort of the car and, apart from anything else, facilitates the retention of the 'E' Type identity which can avoid all the problems of re-registering the car and is, to all intents and purposes, a re-bodied 'E' Type Jaguar.

All the well known qualities of the 'E' Type, the performance, handling and proven components are further enhanced by the better streamlining, lower weight and modified suspension of the Lynx. Performance is subject to the power unit and gearing that is used, but top speed can vary between 150 mph and 190 mph with acceleration to match.

Great attention has been made in incorporating such original visual features as the instrument faces, dashboard, upholstery, steering wheel and much more — even down to the bonnet handles, which are original manufacturers items. Special mention must be made of the wheels which have pressed alloy ventilated disc centres — manufactured in the same manner as the originals, and are attached to the car by 'D' Type three eared spinners to peg drive hubs.

The specification of the completed car includes any body styles of the original at the same price (even the XKSS is available, but at extra cost).

Completed Car Price		£18,500
XKSS Version (including hood (top) and side screens)		£20,850
Dunlop racing tyres and tubes		Price on application
Free flow exhaust manifolds		£232
Engine oil cooler		£140
Dry sump lubrication, with oil tank		£1,862
Modified engine	285 BHP	£1,116
	320 BHP	£1,782

Prices stated are F.O.B. English Port.
The car, as completed, could be subject to car tax.
All prices are subject to V.A.T. (except export), and are correct at 1st January 1979.
Prices and specifications are subject to alteration without notice.

A rebate of up to £1,000 will be given if a customer supplies a 6 cylinder 'E' Type Jaguar, in drivable condition (the type of body fitted, or its condition, is irrelevant).

A deposit of £1,000 is required on ordering a car; this guarantees the price to within 10%, but, if due to circumstances beyond our control, a greater increase is necessary when your car is about to be made, the deposit is refundable in full, at your discretion. A further 50% of the cost is required when manufacture is about to begin and the balance due on completion.

Customers in the U.S.A. and certain other areas may find that it is only possible to purchase the Lynx in kit form.

Left-hand drive is not available.

**LYNX MOTOR COMPANY . STATION ROAD . NORTHIAM . Nr. RYE . EAST SUSSEX
Tel: Northiam (07974) 2585**

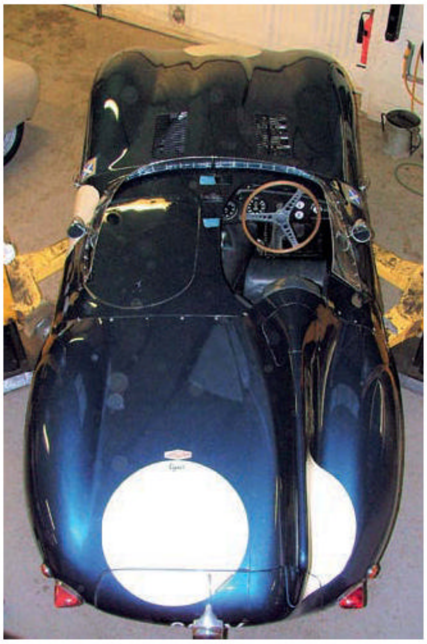
Price list for a car built by Lynx, in house

As someone who has been involved in the Jaguar world for much of my life, about 25 years ago I met someone who owned a replica D-Type. I was most impressed with the engineering and build quality and decided to research the cars and their creators. I was so taken by it that to date, I have owned three of their cars, and never been disappointed by any of them, and nor have friends and acquaintances. Therefore, I decided that it was time to write a brief history of Lynx, its founders, and its cars.

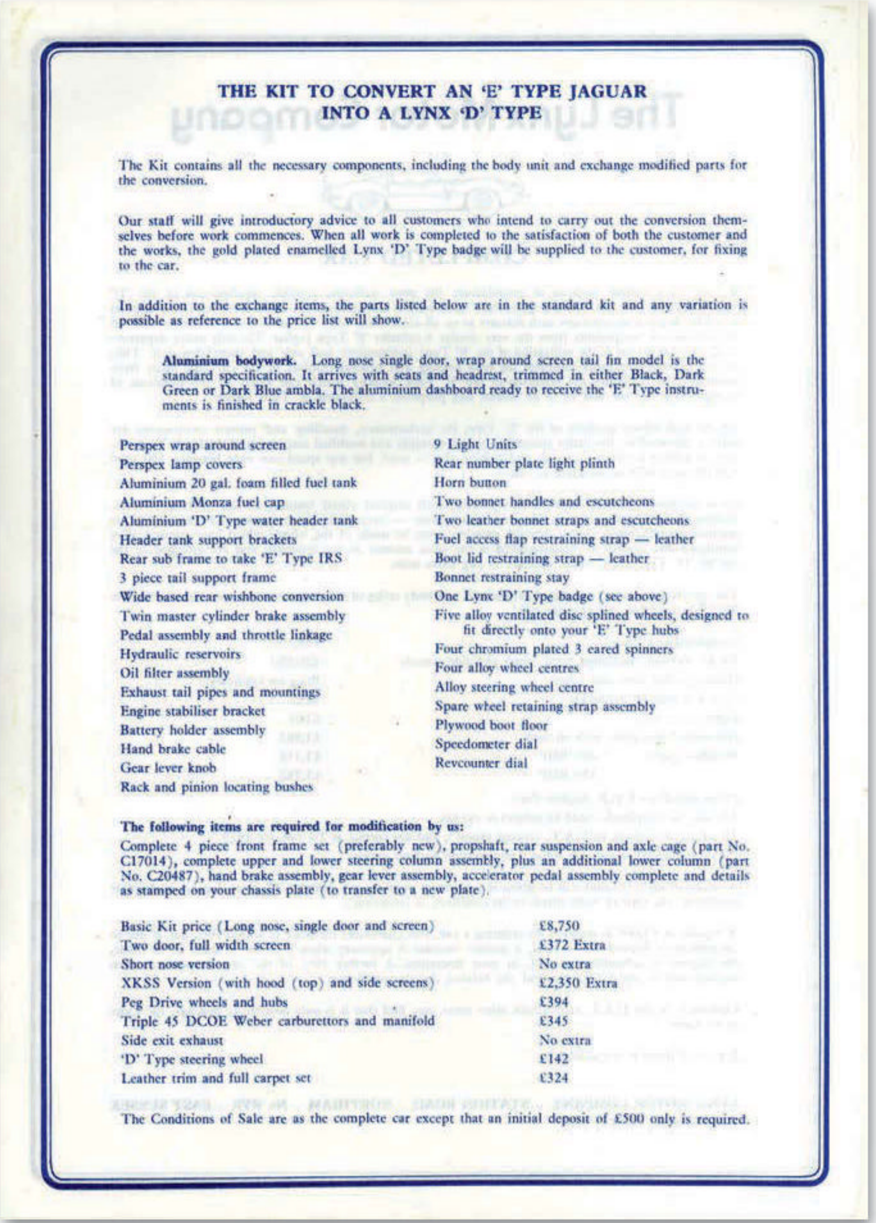
THE BEGINNING

Lynx was founded by Guy Black in 1968, and most people are under the impression that the company name was chosen to associate it with Jaguar. Far from the truth though, because at the time Guy was restoring a Riley Lynx! With Chris Keith-Lucas, they were involved in the servicing, repair and maintenance of racing cars, including many C and D-Types.

Now let us move forward to January 1975 and the BRSCC (British Racing and Sports Car Club) and SMMT (Society of Motors Manufacturers and Traders) annual show at Olympia. This was the place to go if you were a motor racing fan, whether to see ancient or modern machinery. On display was the 1956 Ecurie Ecosse D-Type that won Le Mans in 1957, but nearby were two other Ds which drew far more attention than this car. Strange, but the reason was that for the first time ever, not one, but two replica D-Types were on show as well. One by Deetype (better known as Bryan Wingfield) and the other by Lynx. Yet neither knew that the other had decided to build a replica! A real D,



Chassis #2 Ecurie Ecosse D-Type



THE KIT TO CONVERT AN 'E' TYPE JAGUAR INTO A LYNX 'D' TYPE

The Kit contains all the necessary components, including the body unit and exchange modified parts for the conversion.

Our staff will give introductory advice to all customers who intend to carry out the conversion themselves before work commences. When all work is completed to the satisfaction of both the customer and the works, the gold plated enamelled Lynx 'D' Type badge will be supplied to the customer, for fixing to the car.

In addition to the exchange items, the parts listed below are in the standard kit and any variation is possible as reference to the price list will show.

> **Aluminium bodywork.** Long nose single door, wrap around screen tail fin model is the standard specification. It arrives with seats and headrest, trimmed in either Black, Dark Green or Dark Blue ambla. The aluminium dashboard ready to receive the 'E' Type instruments is finished in crackle black.

Perspex wrap around screen
Perspex lamp covers
Aluminium 20 gal. foam filled fuel tank
Aluminium Monza fuel cap
Aluminium 'D' Type water header tank
Header tank support brackets
Rear sub frame to take 'E' Type IRS
3 piece tail support frame
Wide based rear wishbone conversion
Twin master cylinder brake assembly
Pedal assembly and throttle linkage
Hydraulic reservoirs
Oil filter assembly
Exhaust tail pipes and mountings
Engine stabiliser bracket
Battery holder assembly
Hand brake cable
Gear lever knob
Rack and pinion locating bushes

9 Light Units
Rear number plate light plinth
Horn button
Two bonnet handles and escutcheons
Two leather bonnet straps and escutcheons
Fuel access flap restraining strap — leather
Boot lid restraining strap — leather
Bonnet restraining stay
One Lynx 'D' Type badge (see above)
Five alloy ventilated disc splined wheels, designed to fit directly onto your 'E' Type hubs
Four chromium plated 3 eared spinners
Four alloy wheel centres
Alloy steering wheel centre
Spare wheel retaining strap assembly
Plywood boot floor
Speedometer dial
Revcounter dial

The following items are required for modification by us:

Complete 4 piece front frame set (preferably new), propshaft, rear suspension and axle cage (part No. C17014), complete upper and lower steering column assembly, plus an additional lower column (part No. C20487), hand brake assembly, gear lever assembly, accelerator pedal assembly complete and details as stamped on your chassis plate (to transfer to a new plate).

Basic Kit price (Long nose, single door and screen)	£8,750
Two door, full width screen	£372 Extra
Short nose version	No extra
XKSS Version (with hood (top) and side screens)	£2,350 Extra
Peg Drive wheels and hubs	£394
Triple 45 DCOE Weber carburettors and manifold	£345
Side exit exhaust	No extra
'D' Type steering wheel	£142
Leather trim and full carpet set	£324

The Conditions of Sale are as the complete car except that an initial deposit of £500 only is required.

Lynx Price list for a D-type kit in 1975

even back then was way beyond the aims and aspirations of most people and Lynx, still looking after a number of original cars, had been asked by a number of clients if they could build a replica at an affordable price. The accompanying images show the two brochures produced by Lynx in 1979, one showing the cost of a completed car and the other the cost of a kit to convert an E-Type yourself. You must remember that back in those days a rusty old E, ready for the scrapyard, was worth next to nothing since the early cars were already eighteen years old, and few cars lasted that long back then. So, on one hand, if you were of an engineering bent, you could build your own for £11,000 including the donor car or buy a finished car for £20,000. To put matters in perspective, I sold my semi that year for £14,000 and my new 5-bed detached cost £31,000!

Simply put, Lynx took the mechanicals from an E-Type, built a new body, and bolted the donor parts to it. The rear axle and suspension was the E cage and IRS, the front using the standard wishbones and torsion bar set up, and the A-frames are from the E-type too. As far as trim was concerned, there wasn't any to speak of, just a squab and back rest with no adjustment.

The BRSCC show was a great success, but Lynx had had the first two shells made for them by Williams and Pritchard and had no real clue just how much their idea would attract attention and just how it might become properly commercialised. A gestation period changed the actual shape of the car and made it not only easier to produce but far more correct in shape to the original. It was two years later, in 1977, that the second Lynx D-Type was finished. I managed to purchase this chassis #2 in 2004 having previously acquired chassis #44, a short nose D made in 1989, in 2002. You can see from this that in the intervening twelve years things had moved on apace. The sale of kits was discontinued, and only factory-built cars were available, with waiting times of up to two years depending on the situation.

THE RANGE EXPANDS

What we also have to consider is that Lynx were still servicing and repairing the original cars and at the same time developing new models, of which the Lynx Eventer was to wear the crown, and not only that but were from time to time making other cars, C-Types included. The C was rather a sideline compared to the D and were made simply to client demand. Only five were made between 1976 and »

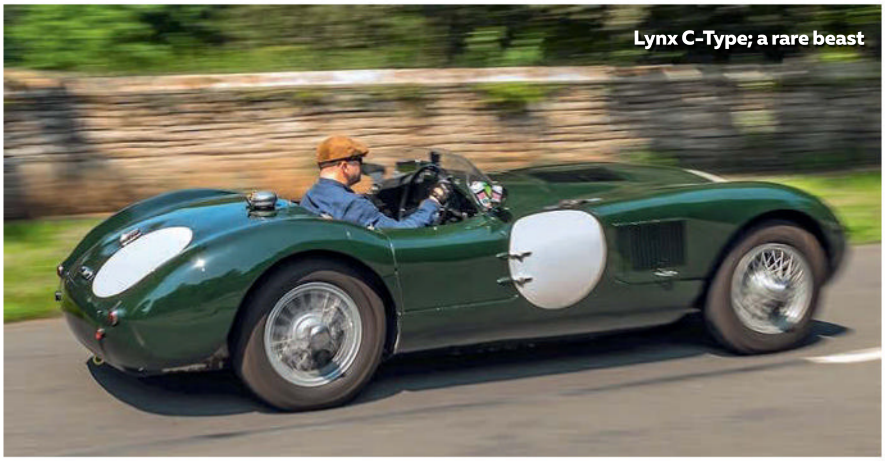
1998 and now are highly collectable, but to my surprise, prove to be not exactly the same as an original.

At the beginning of the '80s, when John Egan had taken control of Jaguar, staff were pressing him to make estate cars to enable Jaguar to compete with the likes of the 5-series BMW and the E-class Mercedes, but Sir John was convinced that the future of Jaguar lay in its past, making sports cars, so all thoughts of an estate were shelved. But not at Lynx, who took what was to me the ungainly form of the XJ-S coupe and transformed it into a svelte, sleek, gentleman's shooting brake. Such a superior nomenclature to 'estate', I find! and more apt for the car. And thus, the Eventer was born in 1982, the first being sold in 1983 and going on for seventy, if not more, were to be built. By this time Lynx were no small back street company but had grown to fifty employees, all time served.

Other cars were taken in and modified to a client's requirements, none more so than a 1965 S-Type saloon. I owned one for a while, and sadly I found it to be somewhat ungainly, suspension too soft for my liking, but then you must understand that I had been more used to E-Types and racing cars! This one though, was something very special, sporting twin turbos and putting out 400bhp. Under the bonnet the heat soak was so great that no less than seven small fans were installed! How I would have loved to give it a try! You can find a programme about it on YouTube if you look hard enough.

My two Lynx D-types: chassis #2 Ecurie Ecosse and #44 short nose together

> "Sir John was convinced that the future of Jaguar lay in its past, making sports cars, so all thoughts of an estate were shelved."


Lynx C-Type; a rare beast

1952 Jaguar C-Type, here being driven by Tony Dron

THE XKSS

We have so far covered the C and D-Types as replicas of Jaguar racing cars, but one must not forget the XKSS. Little known by many in the day, and only one was built by Jaguar before the factory went up in flames in February 1957, followed by another fifteen afterwards. Lynx made their first, converting one of their own short nose D-Types, in 1982 for Roland Urban, founder of the French Jaguar Drivers club, and went on to make a further eight, the last in LHD for a client in Prague, and delivered in 1998.

And let us not forget the five low drag E-Types Lynx made over the years either - in 1992 I went to see the last one made but sadly my offer was refused. When I look »

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Special Offerings

1961 E-TYPE SERIES 1 3.8L ROADSTER | VIN: 875132
Numbers-Matching, Rotisserie-Restored, Show-Winner.

1961 E-TYPE SERIES 1 3.8L ROADSTER | VIN: 875781
Numbers-matching, Rotisserie-restored, 100 point winner.

1965 E-TYPE SERIES 1 4.2L ROADSTER | VIN: 10155
Numbers-matching, California example ready to show or drive!

1963 E-TYPE SERIES 1 3.8L FHC | VIN: 888031
Numbers-matching, restored, with performance & comfort upgrades.

1967 E-TYPE SERIES 1 4.2L FHC | VIN: 1E32876
Recent show-driver level restoration, ready to show or drive!

1966 E-TYPE SERIES 1 4.2L | VIN: 1E11897
Comprehensively restored a to Show/Driver level; Great color combo.

1967 XKE 4.2L ROADSTER | VIN: 1E13274
Numbers-matching, 30K original miles, with desireable Hard Top.

1968 E-TYPE SERIES 1.5 4.2L ROADSTER | VIN: 1E16622
Numbers-Matching California car with performance upgrades.

We are specialists in all facets of Jaguar restoration, and offer a great selection of vehicles that are ready to be enjoyed today, or we can create your dream car for you with one of our project cars. Let our master craftsmen make your vision a reality by putting our 35 years of expertise to work for you! Classic Showcase is the Jaguar collector's resource.

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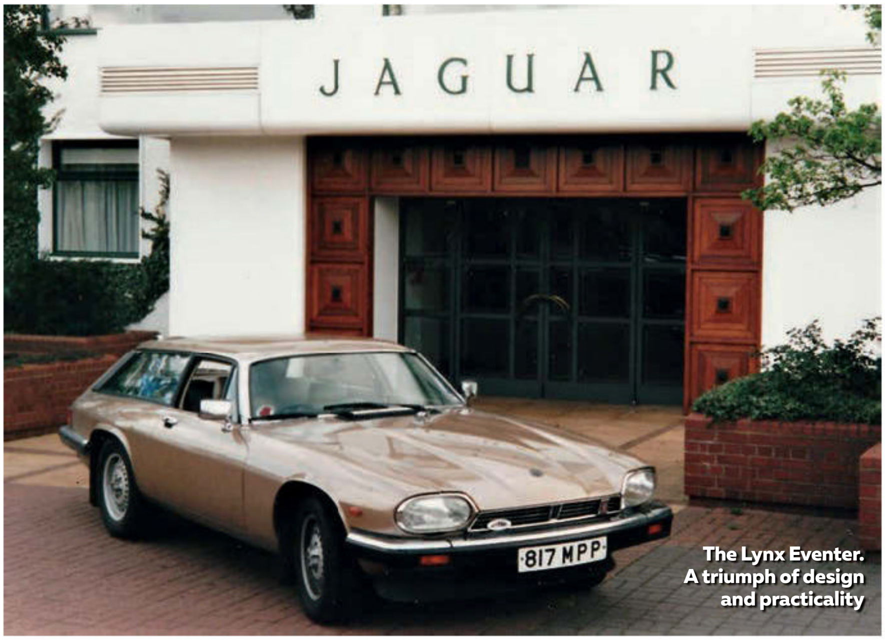
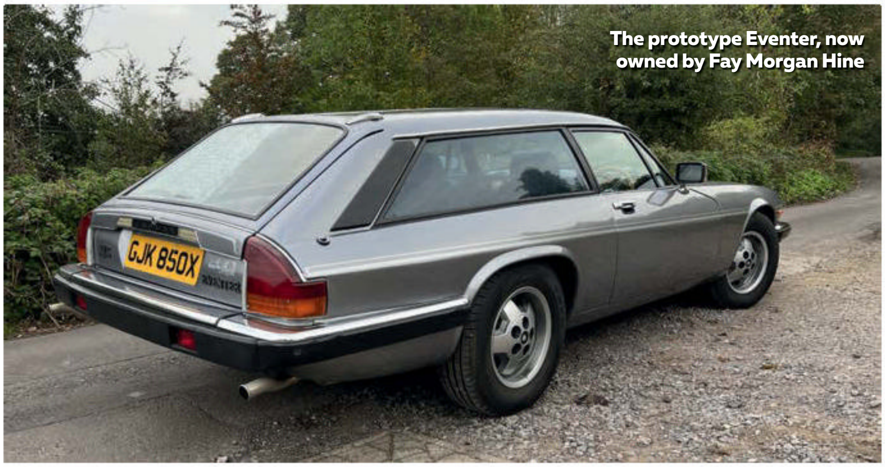


The Lynx Eventer. A triumph of design and practicality



The prototype Eventer, now owned by Fay Morgan Hine

The original Lynx XKSS. Only nine made, and much desired

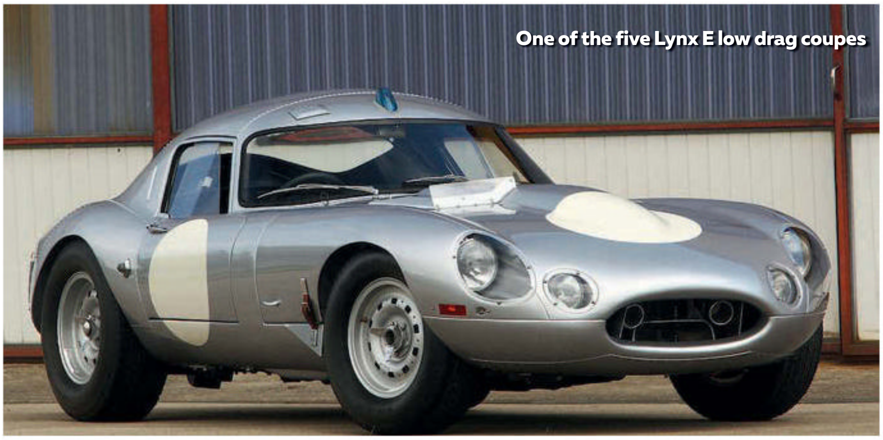
at this example, subsequently sold by Bonham's for £235,000 in 2018, I so wish I purchased it!

REBIRTH?

At the start of this century the market was once again difficult to say the least, and when the last XKSS had been dispatched to Prague, and the last low drag placed, the company ceased trading, and so it remained moribund for a few years until sold and production recommenced in Czechoslovakia. The only cars made, I think three or four, were all LHD XKSS models, and were, I believe sold to the USA - one of the few remaining countries where at the time replicas could be registered for road use. The fabrication of the body shells was subcontracted, and to me the shape of the bonnet and wings was not true to the original. Since then, there have been repeated talk of the company reopening in the UK and production starting again, but nothing has happened. The company website photos and history were taken down and all one now sees is "Expect the Unexpected". I recently visited a company who were supposedly making the bodyshells and tried to find the unit where the cars were to be built, but none of it seems to have been true. I only wish it were. I am still hopeful.

In reality, I don't think that it is feasible for a company to produce replicas of this quality in quantity anymore, for several reasons. Firstly, acquiring a donor car is, unlike those days gone by, is very expensive. An E-Type 'rotten as a pear' sold for over £60,000 not long ago to give you a clue, and I cannot see a car, compete with new shell and all the other parts needed, selling for less than £200,000. One doesn't really need an E-Type donor car these days I suppose, since with the advent of the IVA the car can be registered using any old Jaguar identity, but that is only in the UK. Any car less than thirty years old will need a Certificate of Conformity if it is to be registered in Europe, or, as a replica it must have proof that it was constructed over thirty years ago. If it is a self-build from all those years ago, not a prayer! I know, because my own Lynx XKSS is now registered in France, and it was not at all straightforward. Export to South Africa or Australia is impossible now, and I hear that even in the USA things are not as straightforward as in the past. If Jaguar themselves found it impossible to register their 'continuation' cars, what chance a small company with their replicas? Finally, is there a market for these cars at all? I remember Enduro buying Proteus and saying they were going to make fifty C-Types a year, but while there might have been a market for three or four, a quantity like this would have flooded the market and depressed prices considerably. And consequently, they went under, as have so many in the replica world before them.

And therefore, it seems that we have now come to the end of a long and winding road. It leads to no door, but instead peters out and disappears from view. A sad ending to an illustrious name but leaving behind it a glorious history. If you have never seen one, and if one day you do, you will understand my passion for the cars.



One of the five Lynx E low drag coupes

> "In reality, I don't think that it is feasible for a company to produce replicas of this quality in quantity anymore, for several reasons."

THE CK-L CONNECTION

But this was not really the end. In 1999 Chris Keith-Lucas left Lynx and set up a new company based on a farm, and it was there that I got to know him. The company is named CK-L Developments Ltd, and my grateful thanks go to Chris for finding me not one but two Lynx D-Types. Then, in 2007, I put another proposition to him which he grasped with both hands; to build for me, just as he had done many years before at Lynx, a correct and exact C-Type. Not just any C, but a replica of the 'droop snoot' 1952 Le Mans car, XKC002 which, due to overheating problems proved to be a miserable failure in competition. It, and its two teammates were subsequently destroyed by the factory, so none survived. I felt that this was a gap in Jaguar history that should be filled... I had already researched what I could find, and the JDHT were most kind in allowing me access to their archives. When the car was finished, we were invited by Lord March to the Revival in 2009 and the Festival of Speed in 2011, and a great time we had there. Later, Chris found a buyer for the car, and having built my short nose D in 1989 he now took it in hand in 2012 and converted it to an XKSS, yet another project I had had in mind for some time. Have I any other replica ambitions? I don't think so - anno domini is taking its toll, and I now content myself with my 1961 E-Type and the XKSS. But then again, one never knows, does one?

CK-L Developments? Probably the best race preparation company in the UK, still growing at their premises in Battle, and last year winner of the prestigious Historic Motoring Specialist of the Year award (as reported on page 6 of the last issue). And so, while the Lynx saga has ended, CK-L have picked up the banner and the story continues. ■

JAGUAR
GUY BROAD ON BROWNS LANE
Daimler
Classic JAGUAR SALES & SERVICE

The new home of Lynx?

POSTSCRIPT

... or has the saga really ended? As this feature went to press. having written to the owner of Lynx some time ago. I suddenly received an email saying they have finalised matters, and they are leasing the empty unit on Browns Lane next to Guy Broad's showroom. Coventry Metalcraft are apparently going to make the shells and It seems Guy himself is now involved. Call me cynical, but I will not believe it until I get proper confirmation - it is four years since I was told they were opening in the UK and had closed down the Czechoslovakian operation, and nothing has happened...

PAUL KEATING'S XJ40 JOURNAL

Paul takes a deep dive into the data – scratching the surface of the information to be found within the XJ40 Register

This edition marks a full year since I agreed to write about XJ40 for *Classic Jaguar* Magazine. In that time, you have followed the major work undertaken to save my XJ6 which has hopefully inspired others to take a chance and save one of their own. But the work on the XJ40 Register continues. Thank you to those of you who have provided your car info to help the project, your support of what I do and your comments to say you are happy the XJ40 model is getting some focus. So before I start 2023 with more features on different aspects, I thought I would give you an insight to some key figures that my project consists of. They are just top numbers for most common criteria, I would need a whole magazine (which might be less than ideal!) to really break down the data, but this will give you a glimpse of just a fraction of the information the register contains:

- **Current car total as of 31/01/2023:** 110,631
- **Cars actively existing in the UK:** 2,027
- **Cars confirmed as actively existing outside the UK:** 3,019
- **Number of cars confirmed as Scrapped:** 7,523

SUPERLATIVES

- **Highest mileage:** 419,610 miles (675,298 KMS) (1989 4.0 Daimler – car 609860)
- **Second highest mileage:** 360,786 miles (1994 3.2S – car 700368)
- **Third highest mileage:** 326,096 miles (1994 3.2S – car 707864)
- **Highest Number of recorded Owners for a car:** 23 (1991 XJ6 – car 644708)

BY TRANSMISSION TYPE

- **Manual Transmission:** 4,139
- **Automatic Transmission:** 106,492

BY DRIVE SIDE

- **Left Hand Drive:** 67,388
- **Right Hand Drive:** 43,243

BY MODEL VARIANT

- **Number of XJ6 (Inc. Gold & S):** 46,122
- **Number of Sovereign:** 39,421
- **Number of XJR:** 1,252

Yves Schoofs' 2.9 XJ6 in Belgium

Daniel Jett's 4.0 Vanden Plas in California

- **Number of XJ12:** 2,833
- **Number of Daimler (standard 3.6/4.0):** 8,136
- **Number of Daimler Double Six (all variants):** 1,164
- **Number of Vanden Plas (Inc. VDP (US) Majestic SWB):** 11,208

BY ENGINE CAPACITY

- **Number of 2.9:** 4,934
- **Number of 3.2:** 21,191
- **Number of 3.6:** 7,039
- **Number of 4.0:** 73,335
- **Number of 6.0 (Inc. Majestic, Insignia etc):** 4,132

There were 208,733 of these cars manufactured, and even though it sounds impressive, I have only identified 110,631 of them, so please do get in touch if you haven't recorded your XJ40/XJ81 yet, or if you know a 'look up' facility which will help me find some more. ■

INTERNATIONAL DISTRIBUTION

And now a breakdown of countries, showing that the Register is not a UK only project. Thanks to the many people in the below countries for getting in touch with me to help supply this information.

- Australia : 115
- Austria: 15
- Bahrain: 1
- Belgium: 96
- Bosnia: 1
- Brunei: 1
- Bulgaria: 3
- Canada: 2,133
- Chile: 2
- Costa Rica: 1
- Croatia: 2
- Cyprus: 1
- Czech Republic: 34
- Denmark: 16
- Egypt: 1
- Estonia: 2
- Finland: 11
- France: 72
- Georgia: 1
- Germany: 242
- Greece: 4
- Guatemala: 1
- Hong Kong: 57
- Hungary: 2
- Iceland: 1
- Indonesia: 2
- Italy: 32
- Japan: 5,304
- Kuwait: 3
- Latvia: 1
- Luxembourg: 1
- Malawi: 1
- Malaysia: 5
- Malta: 4
- Mauritius: 1
- Mexico: 1
- Moldova: 1
- New Zealand: 357
- Norway: 27
- Oman: 4
- Philippines: 1
- Poland: 221
- Portugal: 5
- Possible UK (RHD cars with non-market specific VIN): 10,680
- Republic Of Ireland: 13
- Romania: 5
- Russia: 3
- Saudi Arabia: 1
- Serbia: 6
- Singapore: 13
- Slovakia: 23
- South Africa: 4
- Spain: 41
- Sweden: 51
- Switzerland: 35
- Taiwan: 1
- Tasmania: 1
- Thailand: 4
- The Netherlands: 34
- Turkey: 1
- UAE: 5
- UK: 25,648
- Ukraine: 1
- Unknown (which includes 1,091 UK Exported cars to undisclosed destinations): 22,362
- USA: 42,912
- Zimbabwe: 1

Total: 110,631

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E-TYPE BESPOKE PROJECT
AN ANTIPODEAN INTERPRETATION OF THE 62 YEAR OLD ICON
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SERIES 2 COUPE
LIVING WITH AND IMPROVING THE E-TYPE MIDDLE CHILD
LYNX MOTORS
HISTORY OF THE COMPANY
MAX HOFFMAN
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SPECIALIST VISIT

A 55TH ANNIVERSARY VISIT TO NORTHAMPTON

The editor tours the cooling system company with Jaguar enthusiasm at its core

WORDS: **RAY INGMAN** PHOTOGRAPHY: **ROSS GOODWIN**

As any regular reader will know, I'm not much into the journalistic trope of anniversaries, but I'll make an exception in the case of NAR. Due to the vagaries of magazine production, you are probably reading this April/May edition in March – which neatly coincides with the founding of Northampton Auto Rads in March 1967 -55 years to the month!

Three generations of Goodwin

THE BACK STORY

Before the beginning, company founder Don Goodwin worked for a Northampton based radiator reconditioning company called 'Frank Preston Radiators'. This provided him with a thorough grounding in the 'Black Art' of radiator repair and manufacture, a pursuit for which no textbooks exist. A man of ambition, Don found himself in receipt of a £500 profit from the proceeds of a house sale and decided to invest it in setting up his own business. A premises located in central Northampton (at 3B Regent Square) was purchased and the eponymous company commenced trading. Initially Don WAS the staff with wife Gillian handling the paperwork. Workload and staffing levels boomed and consequently an upsizing move became necessary in 1975– this time to an ex-Victorian tannery in Robert Street, a strangely residential area. But back then, planning laws were not so restrictive as they are today.

During this time, the company's expertise was expanding, and total design and manufacture now supplemented rebuilding. A destiny changing event occurred when

Original factory 3B Regents square vintage radiator shells selection of Bentleys, Scott motorcycle, Morgan. Lagonda and Frazer Nash note the worker in his tie!

NORTHAMPTON AUTORADS
The Robert street factory showing the hanging 'pub' signs- in particular the Escort radiator- HSE would love this!

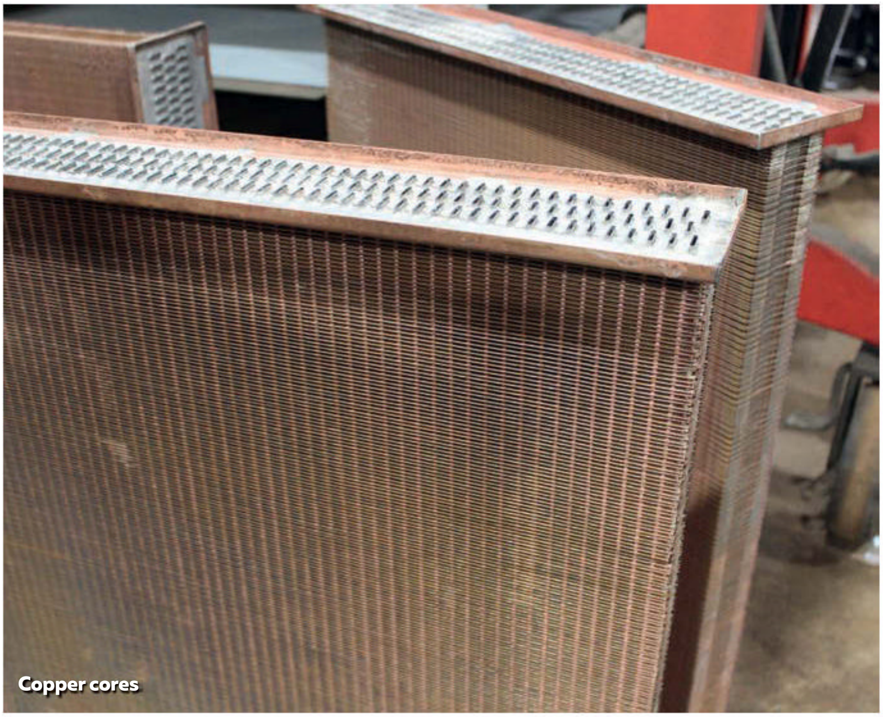
Early shot of our polisher

Aston Martin encountered supply problems from their current purveyor. Don was able to offer AM a three week order turnaround, somewhat improving on the 23 weeks required by the incumbent contractor! Thus, Northampton Auto Rads became on OE sole supplier, an arrangement that continued until Ford's acquisition of Aston many years later.

Concurrently, the classic car industry was booming and units that Don used to recondition as everyday business returned to prominence in this 'new' market sector. Jaguar applications forming a major part of this boom. In the year 1982, son Robert (Rob to his friends!) joined the ever-expanding company and in 2000 became Managing Director with Don moving to the role of chairman. The next major boost to turnover was the addition of Motorsport cooling applications, aluminium replacing 'copper and brass' in the performance focused environment.

Via this path, the next step in company development presented itself: The Ministry of Defence realised that the pressurised environment of competition had many parallels with the little matter of armed conflict. The MoD set up the M2D initiative (Motorsport to Defence) and NAR was identified as a key contractor. Their growing R&D facilities allowing the design and manufacture of advanced 'cooling solutions' for Scorpion tanks operating in harsh desert warfare scenarios.

As the business approached a 50% defence / 50% automotive applications balance, the need for factory expansion once again became imperative. 2008 saw the move to the current location on the outskirts »


Copper cores

NAR
www.nargroup.com
06FD72
CVRT armoured tracked vehicle originally fitted with XJ6 engine. In 1971 when the engines were changed to Cummins Diesel power, NAR designed and fitted a new aluminium cooling pack

MoD radiator

Don Goodwin at work

of (you've guessed it…) Northampton. A move that also triggered the contraction of trading name to 'NAR Group' to better reflect the company's diversifying activities. From a high of around 30, NAR now has 23 employees and has to contend with business pressures such as a tripling of energy costs over the past year.

Three Goodwin generations now run NAR: Since lockdown, grandson / son Ross has joined the business, using his knowledge of IT to strengthen this ever increasing area of importance. At the age of 87, Don still takes an active interest on a four days a week basis – well, he has certainly earned a little time off!

Rob's 340

ROB'S JAGUAR CONNECTION

You will be glad to hear that Jaguar enthusiasm runs deep in the Goodwin family - Rob's first Jaguar memory was riding in Father Don's 3.8 Mk2 on the school run, saloon Jaguars were a family staple, subsequently encompassing many variants of XJ6 and 12.

In 1983, having passed his driving test first time at the tender age of 17, his family duties took on the role of chauffer in a 1971 S3 V12 E-Type on weekend visits to the local hostelry – not a bad job for a young man!

Having been forced to sell his 1987 Cosworth Sierra due to escalating insurance costs (the now classic model being a favourite target of thieves at the time)- Rob acquired his first Jaguar as replacement, a 1976 4.2 XJ Coupe in 1989

Since this first foray, many other examples have come and gone, his current fleet comprises a 1967 340 (with Tom Lenthall supplied upgrades) , 1973 V12E, 2000 XK8 convertible, 2004 4.2 XKR and 2015 5.0 XKR Speed pack… all coincidentally automatic transmission cars. His favourite? The 4.2 XKR: for him, conveying the best balance of usable performance and refinement, I conclusion I fully concur with.

Rob enjoys his fleet to the full, both on the road and taking on the occasional trackday. Favourite book? Not a question I actually asked, but volunteered unprompted: 'The Curved Road', the touring book authored by a certain Peter Simpson, contributor of this parish – small world! Rob uses it to maximise his on road enjoyment of his car collection, and so should you! (Shameless plug for Peter…)

Machine shop

Specialised aluminium welding process

CORES

A core comprises of tubes and fins (either all aluminium or brass / copper). The first stage is stamping out the incredibly detailed fin strips, then assembling them into the tube formation incorporating the end pressings. These assemblies are then coated in flux and brazed into a homogeneous entity, entirely automatically through a machine controlled flow line furnace. Subsequently, each unit is 'dry' leak tested by a process involving shining light through the assembly.

Pressing aluminium fins

Completed cores being inspected as they leave the furnace

END TANKS

The in-house facility exists to press new end tanks in both aluminium and brass, most patterns 'reverse engineered' from dismantling original units. The 'liquid bed' process is achieved on another example of 1950s original plant acquired from the Serck-Marston factory in Leicester in 1987. This Jewelform machine would have pressed Jaguar radiator and Heater matrix end tanks for production parts during the 1960's and came with original tooling for various models including E-Type Series 1 brass tank press tool.

Rob demonstrating the end tank pressing process on the original 'Jewelform' machine

Core units used a patterns

FACTORY TOUR

Obviously, it is not the place of this feature to create an instruction manual on radiator manufacture: you might set up a rival organisation in your lock-up – and that would never do! NAR's USP in the world of cooling is that they manufacture EVERYTHING in house bar the filler neck castings. You may not realise it, but most companies buy in proprietary cores and incorporate them into a radiator assembly, most reusing end tanks and frames.

The operation is split into two distinct sides: most easily defined an 'aluminium' and 'copper', each discipline has its own dedicated factory area. Unsurprisingly, the factory is laid out in a logical flow sequence, so observing the manufacture of a radiator from start to finish does not require much zigzagging to build up your step count.

As somewhere in my distant past, I seem to recall being a qualified engineer, hence I find fascinating the opportunity to observe a total production process in a working factory. I was lucky enough to be guided around personally by Rob, who terms his operation "low tech – high skill". The captioned photographs illustrate the key stages.

FRAMES

All associated metal work, including side frames, brackets and header plates are custom made for each product using a mixture of traditional fabrication and machining equipment accompanied by CNC punch presses and Milling machines.

Parts are then assembled in either the copper brass factory using the same methods employed 'back in the day' or in the aluminium factory where there is a row of TIG welding booths expertly creating cooling parts for classic cars through to Ministry of Defence vehicles.

NAR moves with the times - from earlier days when function took precedence over appearance, the market has moved to OE form and appearance. Once aluminium radiators were prized to show off their material in 'the raw'. Now fashion demands that the profile should be as original, and its improved material specification disguised with black powder coating – all refinements NAR is pleased to supply and is illustrated on Rob's 340.

Another design feature to appease the connoisseur is to supply all captive fastening in original UNF or BSP thread forms, instead of the commonly available metric alternatives. Meaning that a restoration can employ period correct fastenings throughout.

NOT ONLY, BUT ALSO...

For some time, NAR has forged an alliance with JLR Classic – both the parts and continuation car sides of the organisation – they are responsible for the creation of the » faithful reproductions of the original C, D-Type and XKSS radiators used in the exclusive program.

Classic Parts now encompasses the X300 range, and hence the only plastic header tank radiator NAR reproduces is made to service this model.

NAR's products are not confined to radiators, oil coolers and air conditioning condensers – it also produces header tanks, heater pipe kits and plus, a little 'off brand': IRS radius arms – much of this springing out of the JLR Classic supplier arrangement and again utilising original tooling acquired from the factory.

TRADE AND RETAIL

Over the years, NAR has become known as 'The Suppliers Supplier' – much of the product you can buy from various specialists is actually manufactured, totally in England by NAR (unless it is a Chinese sourced copy!)

It doesn't seem widely know that there is no bar to dealing direct, with consequent cost savings. Not only that, but as you are communicating directly with the actual manufacturer, any bespoke requirements can easily be accommodated. Custom bracketry for cooling fans or bespoke positioning or diameter of pipe connections can be incorporated for modified or competition applications.

One such example is the 'cooling pack' designed for the 'Internet sensation' Harry's Garage XJ12 coupe (in association with Tom Lenthall Ltd). Allowing deletion of the power sapping standard 'Torquatol' engine driven fan, replacing it with a large twin thermostatically controlled electric fans, housed within a bespoke aluminium housing incorporating such detail as the rubber airflow optimising flap seals. ■

X300 plastic end tank radiators

V12E-type coolant pipe kit

D-Type oil cooler

Original appearance' aluminium radiator, fitted to Rob's 340

CONTACT

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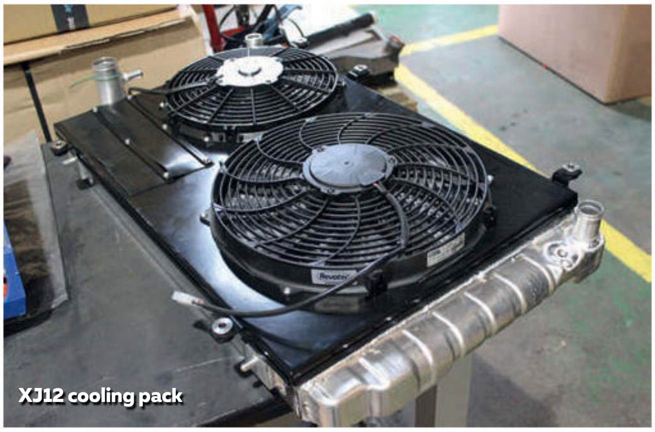
Reconditioned copper XJ6 radiator



XJ12 cooling pack

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Automobilia

JAGUARS – BUT NOT LYONS'

Ian Cooling explores an unusual Jaguar Automobilia theme

WORDS & IMAGES: **IAN COOLING**

In this feature, I am focusing on the efforts of those who tried to improve on the work of Sir William Lyons, Jaguar's master stylist. Some have succeeded, but many didn't!

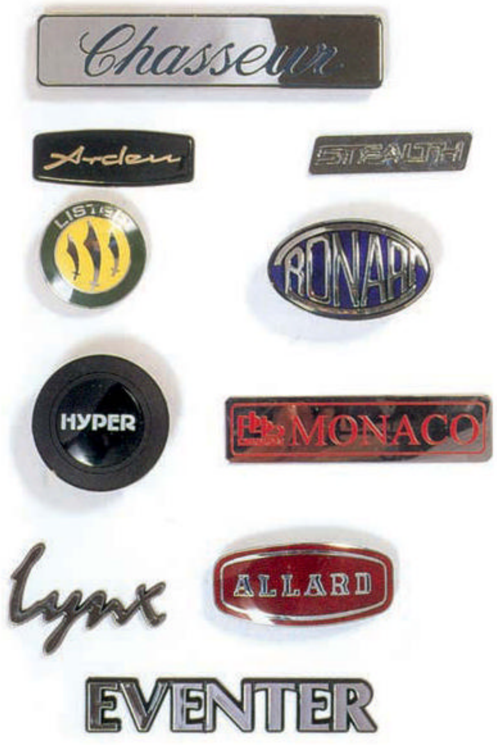
Their efforts down the years make for an unusual side-line to any Jaguar automobilia collection and here I present a general over-view of the theme, while highlighting sub-themes that can be explored further in their own right.

I've deliberately chosen a variety of examples of the sort of items that might interest the automobilia collector. I've majored on literature and photographs as they are the easiest to acquire. Others include models, badges and a 'collectors' card' aimed at schoolboys in the States.

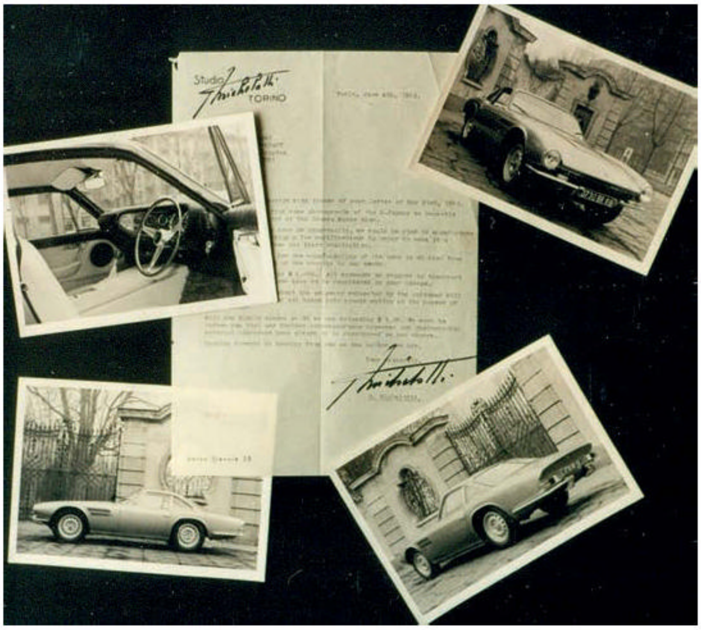
So much for the 'How' of automobilia collecting. For the 'What', the emphasis is on bodywork variants mounted on Jaguar mechanicals. Sports cars are glammed up and saloon were re-bodied as convertibles or estates. Although the heart of this sort of design and coachbuilding beats most strongly in Italy, I've taken care to include other designers across the world.

I close with a mention of the only book I know of that has ever covered these cars in any detail. It has its flaws but is an important reference tool to clarify your searches before you take a deep breath and dive into the internet.

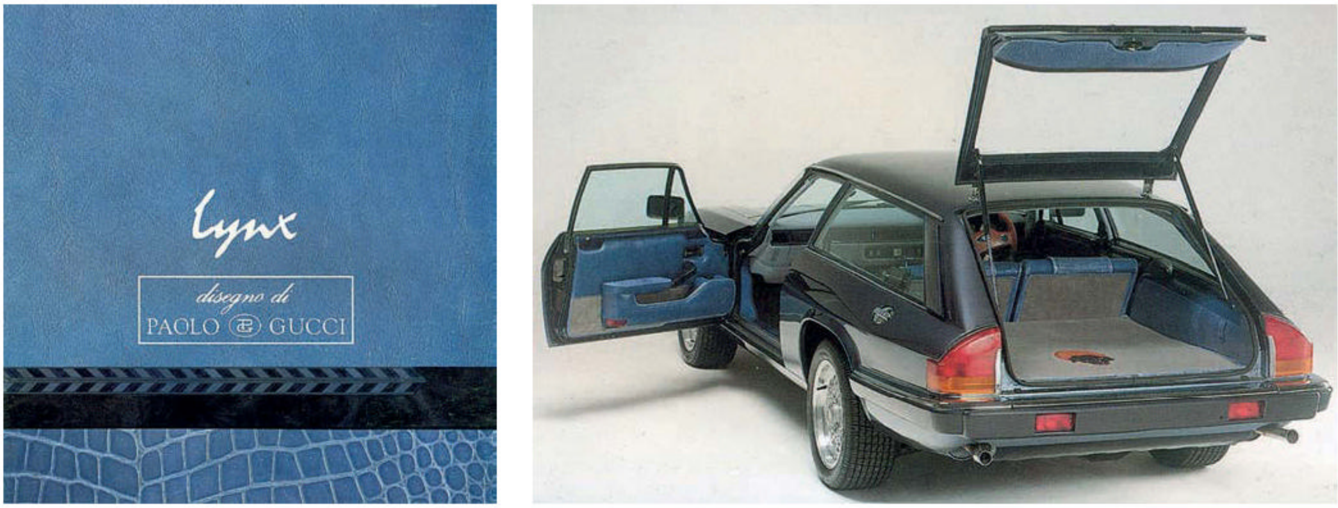
As always, if you have any queries on this article or on Jaguar automobilia more widely, I shall be delighted to hear from you. ■



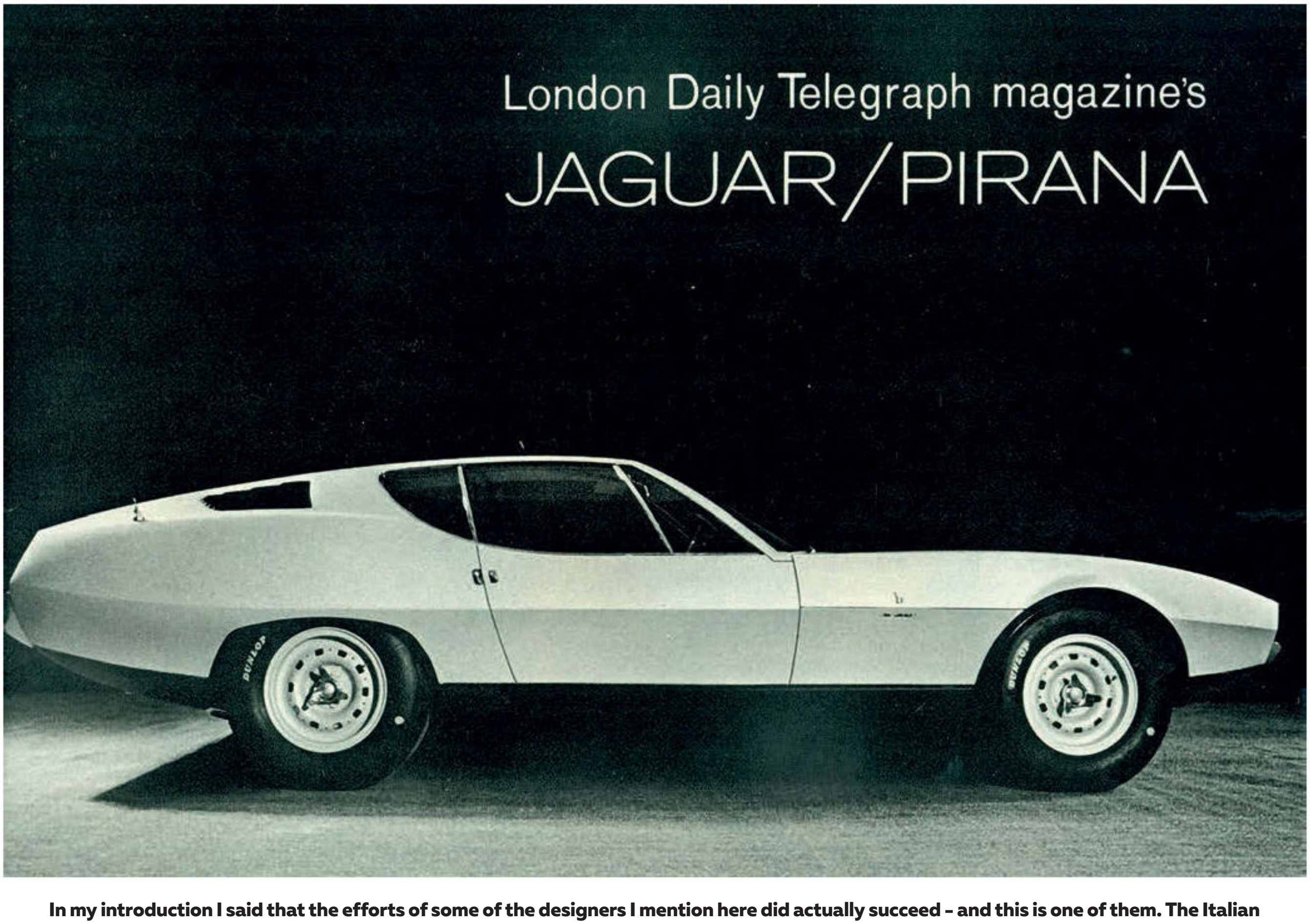
This photo shows a small sample of the sort of collection of badges that can be built by focussing just on Jaguars that are not Lyons'. As well as badges from some of the cars discussed here, there are others from Allard, the PBB Monaco, the German company Arden and engine-tweakers like Chasseur, Stealth and Hands Hyper.



This is a car from the extremely rarefied atmosphere breathed in a part of the motoring world few of us enter – it is the unique Michelotti D-Type. In his book "Jaguar Sports Racing and Works Competition Cars from 1954" Andrew Whyte records that XKD 513 came third at Le Mans in 1957 but was involved in a fatal crash there in 1958. Giovanni Michelotti bought the wreck and used the D-Type mechanicals as the basis for this attractive GT car, which appeared at the Geneva Show in 1963. It went to the States for several years and was then sent to Lynx Engineering who replaced the D-Type underpinnings with those from an E-Type and embarked on a 'total reconstruction' of XKD 513. This set of photos and literature is very rare.

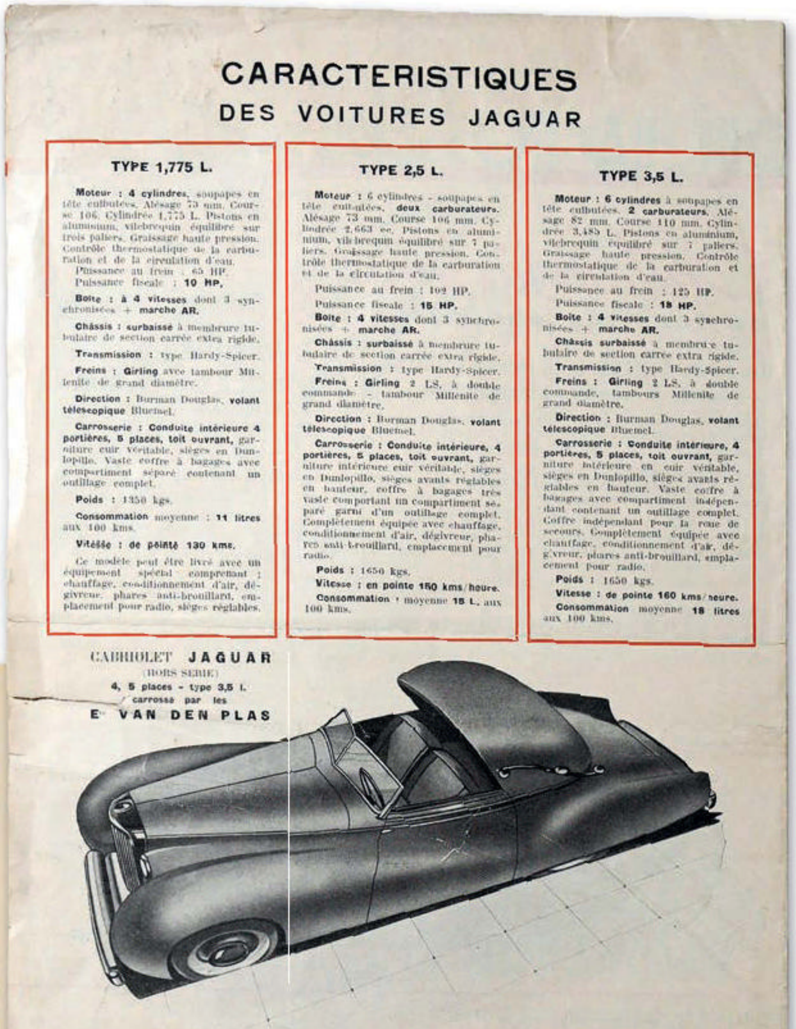


The XJ-S based Lynx Eventer is one of my favourite non-Jaguar Jaguars. With elegant styling and a very practical load-carrying capacity it still retains all the XJ-S's formidable ability for fast long-distance cruising. These two photos highlight a very glamorous one-off Eventer. Lynx formed a partnership with a Paolo Gucci, a member of the family who had set himself up as head of a design studio. The intention was to create 20 highly distinctive and beautifully-finished Eventers and a prototype was produced (shown here) along with a set of luggage, a special brochure and so on. However, the Gucci company stepped in and pointed out that they held the rights to the name and the project came to an abrupt halt. The original car resurfaced a couple of years ago and I understand it is being fully refurbished having been neglected for some time.



In my introduction I said that the efforts of some of the designers I mention here did actually succeed - and this is one of them. The Italian design house Bertone was commissioned by the *Daily Telegraph* to create a show-stopper for the 1967 Motor Show – and they succeeded with the Pirana. Based on the E-Type 2+2, this was the work of one of the giants among Italian car designers, Marcello Gandini. He also designed that other show-stopper – the Lamborghini Espada; to my eye still the most elegant of all the Lamborghinis. Interestingly, an article on the Espada in the April 1992 issue of *Classic Car,* mentions that the styling bucks for the Pirana were used for the Espada...

Right: This four page Belgian sales leaflet is a real rarity among rarities. The front page is a letter to potential customers from 'Jaguar Car Distributors (Belgium and Luxembourg) Ltd' in Brussels. The centre-spread is illustrated with standard Jaguar images and a cornucopia of fonts and type faces. The real bonus is on the back page, shown here, with a half-page ad illustrating the Van Den Plas rebodying of a Jaguar saloon. Although a free-hand drawing rather than a photo, this looks like the car that appeared at the Brussels Show in 1948 and this is the only sales item to feature the car. Note the correct spelling of the Belgian coach-building company's name 'Van Den Plas'. Not the distorted version 'Vanden Plas' later adopted.



CARACTERISTIQUES
DES VOITURES JAGUAR

TYPE 1,775 L.

Moteur : 4 cylindres, soupapes en tête culbutées. Alésage 73 mm. Course 106. Cylindrée 1,775 L. Pistons en aluminium, vilebrequin équilibré sur trois paliers. Graissage haute pression. Contrôle thermostatique de la carburation et de la circulation d'eau.

Puissance au frein : 65 HP.

Puissance fiscale : **10 HP.**

Boite : à 4 vitesses dont 3 synchronisées + **marche AR.**

Châssis : surbaissé à membrure tubulaire de section carrée extra rigide.

Transmission : type Hardy-Spicer.

Freins : Girling avec tambour Millenite de grand diamètre.

Direction : Burman Douglas, **volant télescopique** Bluemel.

Carrosserie : Conduite intérieure 4 portières, 5 places, toit ouvrant, garniture cuir véritable, sièges en Dunlopillo. Vaste coffre à bagages avec compartiment séparé contenant un outillage complet.

Poids : 1350 kgs.

Consommation moyenne : **11 litres** aux 100 kms.

Vitesse : de pointe 130 kms.

Ce modèle peut être livré avec un équipement spécial comprenant : chauffage, conditionnement d'air, dégivreur, phares anti-brouillard, emplacement pour radio, sièges réglables.

TYPE 2,5 L.

Moteur : 6 cylindres - soupapes en tête culbutées, **deux carburateurs.** Alésage 73 mm. Course 106 mm. Cylindrée 2,663 cc. Pistons en aluminium, vilebrequin équilibré sur 7 paliers. Graissage haute pression. Contrôle thermostatique de la carburation et de la circulation d'eau.

Puissance au frein : 102 HP.

Puissance fiscale : **15 HP.**

Boite : 4 vitesses dont 3 synchronisées + **marche AR.**

Châssis : surbaissé à membrure tubulaire de section carrée extra rigide.

Transmission : type Hardy-Spicer.

Freins : Girling 2 LS, à double commande - tambour Millenite de grand diamètre.

Direction : Burman Douglas, **volant télescopique** Bluemel.

Carrosserie : Conduite intérieure, 4 portières, 5 places, toit ouvrant, garniture intérieure cuir véritable, sièges en Dunlopillo, sièges avants réglables en hauteur, coffre à bagages très vaste comportant un compartiment séparé garni d'un outillage complet. Complètement équipée avec chauffage, conditionnement d'air, dégivreur, phares anti-brouillard, emplacement pour radio.

Poids : 1650 kgs.

Vitesse : en pointe 150 kms/heure.

Consommation : moyenne **15 L.** aux 100 kms.

TYPE 3,5 L.

Moteur : 6 cylindres à soupapes en tête culbutées. **2 carburateurs.** Alésage 82 mm. Course 110 mm. Cylindrée 3,485 L. Pistons en aluminium, vilebrequin équilibré sur 7 paliers. Graissage haute pression. Contrôle thermostatique de la carburation et de la circulation d'eau.

Puissance au frein : 125 HP.

Puissance fiscale : **18 HP.**

Boite : 4 vitesses dont 3 synchronisées + **marche AR.**

Châssis surbaissé à membrure tubulaire de section carrée extra rigide.

Transmission : type Hardy-Spicer.

Freins : Girling 2 LS, à double commande, tambours Millenite de grand diamètre.

Direction : Burman Douglas, **volant télescopique** Bluemel.

Carrosserie : Conduite intérieure, 4 portières, 5 places, toit ouvrant, garniture intérieure en cuir véritable, sièges en Dunlopillo, sièges avants réglables en hauteur. Vaste coffre à bagages avec compartiment indépendant contenant un outillage complet. Coffre indépendant pour la roue de secours. Complètement équipée avec chauffage, conditionnement d'air, dégivreur, phares anti-brouillard, emplacement pour radio.

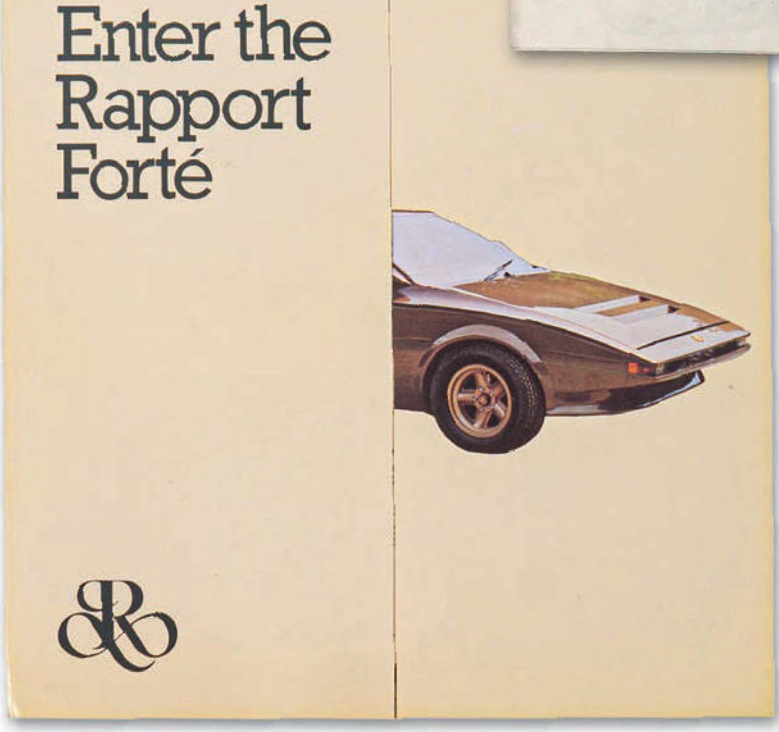
Poids : 1650 kgs.

Vitesse : de pointe 160 kms/heure.

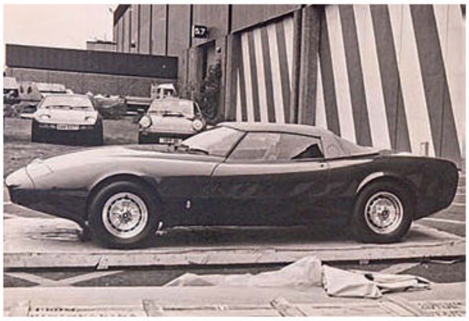
Consommation moyenne **18 litres** aux 100 kms.

CABRIOLET **JAGUAR**
(HORS SERIE)
4, 5 places - type 3,5 l.
carrossé par les
E VAN DEN PLAS

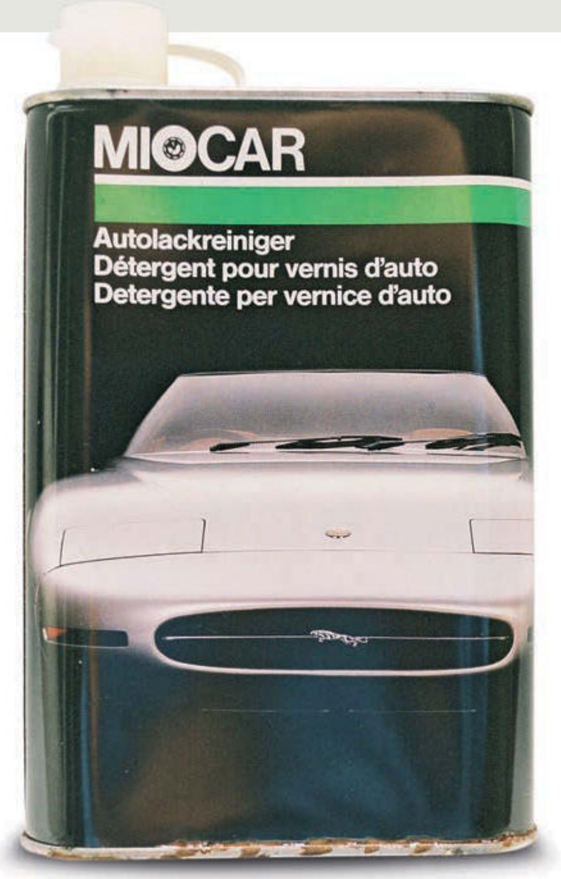
Below: The Rapport Forte was a Chris Humberstone design based on XJ12 mechanicals and launched at the Brands Hatch GP in July 1980. Humberstone had already produced the Jaguar-based Owens Sedanca in 1973. At least one Rapport Forte estate was built, along with a handful of convertibles. Sadly, it all came to a sticky end in 1982, when Rapport went in to liquidation.



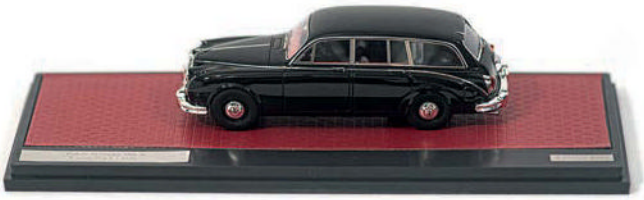
Enter the
Rapport
Forté



Above: Another Jaguar offering from Italy. The XJ Spider is a Pininfarina design based on the XJ-S and was launched at the Birmingham Motor Show in October 1978. This is another very 'together' design and the ill-fated XJ41/42 'F-Type' of the '80s, showed more than a few similarities with the Spider. This rare 'behind-the-scenes' photo shows the car being uncrated before the 1978 Motor Show. Collectors have a strong preference for photos like these, rather than the much more widely available press pack photos.



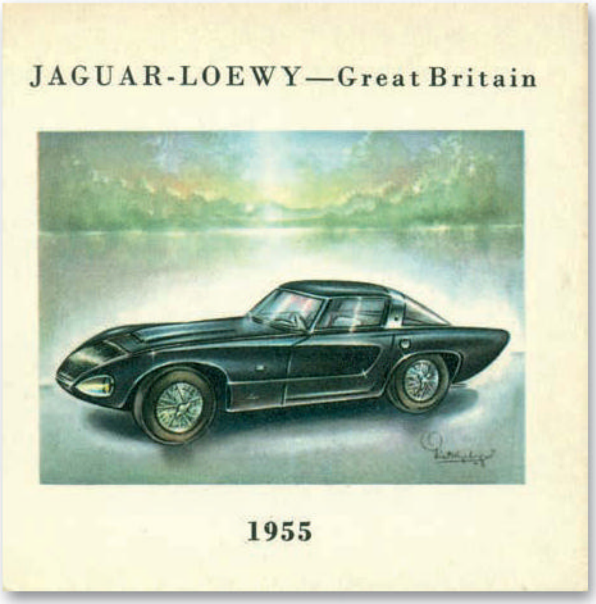
Automobilia is where you find it! This is an example of the sort of find that send the anorak end of the automobilia-collecting spectrum (which I inhabited for many years!) into raptures. I mention the XJ Spider above. As I walked past this tin of car polish on the shelves of the Swiss supermarket chain Migros in the early 1990s, I just took it off the shelf and put it in my basket. Imagine my surprise and delight when I looked at it more closely at home later and realised that of all the thousands of cars they could have chosen as an illustration, Migros chose the one-off Jaguar Spider!



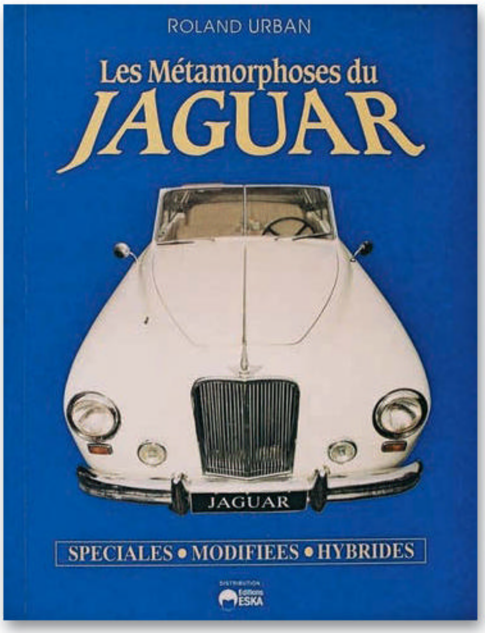
This is a model of the unique Mk2-based 'County' estate, registered no 3672 VC and built by Jones Brothers in England. This was a Mike Hawthorn initiative and his intention was that the car would be developed for series production. Sadly, that all came to naught with Mike's tragic early death. However, Jaguar did keep the car and used it as a race tender in the 1960s. The last I heard of it was in a private collection in the Netherlands

Ian Cooling's Spring Jaguar Automobilia Auction will launch after Easter

If you have any items you would like to enter, this link will take you to the entry form on Ian's website –
www.jaguarautomobilia.com/selling-your-automobilia/
Email: ian.cooling@invictanet.co.uk
Ian will be delighted to hear from you!



The question that springs most immediately to mind when I see this contraption is "Why?" Believe it or not, it started life as an XK140. The designer was the American Raymond Loewy who had produced some stunning streamlined locomotive and coach designs in the 1930s and 1940s along with logos for the likes of Exxon, Greyhound, Nabisco, Shell, and the U.S. Postal Service. However, his genius deserted him when he switched to cars. This card is one of a series of 'collectors' cards illustrating a range of cars and aimed primarily at young boys in the States. They were issued mainly in the 1950s and include several Jaguars.



If you have found this article interesting, then this book is a must. Former French paratrooper and film stuntman, Roland Urban, built the finest collection of – 'Jaguars but not Lyons' – in the world during the 1980s. This volume grew out of his collection and remains the only book ever printed to focus on these vehicles. The choice of cars for inclusion is rather eclectic but the photos are exceptional and the text is in both French and English. This is a unique reference work, and it is a pity that Roland was not well-served by his translator, who was clearly not a native English-speaker!

TECH TOPICS

SECRETS OF:

HOW TO CAPTURE A JAGUAR

If you admire spectacular car photoshoots, but don't happen to possess an expensive camera (or talent) – Peter Simpson reveals the science behind obtaining beautiful results from your smartphone...

WORDS & PHOTOGRAPHY: **PETER SIMPSON**

In days of old, when E-Types were youthful, few of us left home with camera in hand, except for a specific purpose. But in modern times nearly everyone carries a mobile phone, with the quality of its inbuilt camera being a major selling point of the product. We have become a new breed of amateur photographer and everywhere you go you encounter people taking selfies, holiday snaps or pictures of your treasured classic Jaguar at a car show. The rise of social media has catapulted photography into most of our daily lives, putting our picture-taking into public scrutiny. So, if you crave more 'likes' on your social media page or simply a new admiration from your family and friends, coming up are some pointers to help with the basics, leaving you to raid the internet to gain more in-depth knowledge of the subjects covered.

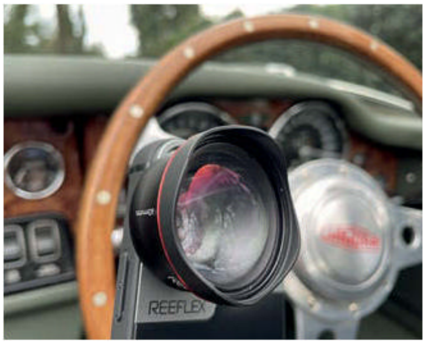
The first thing to understand is that the photographer is more important than the camera, no matter how all-singing and dancing it may be. Ultimately the digital camera, especially the DSLR (Digital Single Lens Reflex) with interchangeable lenses, will produce the finest images but the convenience of the camera phone, armed with technique and a few useful accessories, has impressive capabilities. There are not many dedicated books about how to take photographs of cars and the one in my library devotes just one paragraph in the whole book to smartphone photography, so I think it's high time we expanded on that. And just to prove it can be done, every photograph that appears in this feature was taken by a 'phone camera.

For most general photography, technique is sufficient to produce great results without any realisation that the mobile phone camera has limitations, primarily through having no moving parts. Everything it does is by means of electronic wizardry, synthesising the effects that can be created mechanically by the larger digital camera. In particular there are two major issues: lenses and manual control. Lenses are what dictate how much of the view appears in the picture and most smartphones have

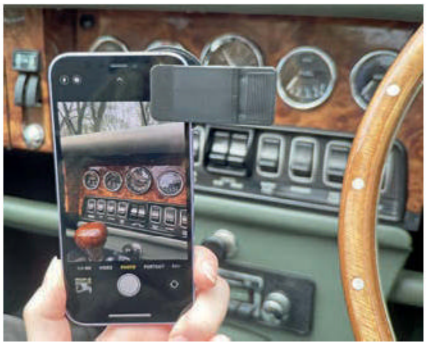
For landscape photography Jaguars provide the perfect foreground

wide angle lenses that result in distant objects appearing even more distant. If you are taking a picture of your Jaguar, you need to be reasonably close if that is the intended subject of the photograph. With the digital camera, lenses are interchangeable or a 'Zoom' lens is employed that moves from near to far to suit your desired picture. On the phone there is an option to zoom in by spreading two fingers across the screen to bring the subject nearer, although it drastically reduces quality and is no substitute for a different lens. Some smartphones are fitted with more than one lens and it is possible to fit external lenses to others. The most useful is the short 'telephoto' being variously described as 2X or (around) 58mm. These can either clip over the existing lens or be more securely screwed into a dedicated phone case. This lens narrows the wide field of view bringing subjects closer whilst maintaining quality, although a very cheap purchase may degrade the image.

The second limitation is lack of manual control over camera settings. Thankfully, manual control can be obtained through an application downloaded to your phone. This gives control over shutter speed and ISO (simply a measure of light sensitivity) which work together to keep exposure balanced. However, there is a third element often necessary for optimum exposure and that is aperture, which is a measure of how far open the camera lens is. Think of aperture like the pupil of an eye; the more dilated, the more light is let in. On a smartphone the aperture is not adjustable and generally fixed wide open. This is good for shooting in low light conditions but certain action shots in bright light are problematic (ask your search engine about the "exposure triangle"). Nevertheless, there are ways to resolve this by attaching filters to the lens, as discussed in the action photography section below.



Dedicated cases with screw threads exist for most phones



A clip is the cheapest solution for attachments but require accurate fitting

COMPOSITION

A great photograph is the sum of thought and technique over technology, and fundamentally the principal ingredient is composition. It is almost impossible to save an image where the Jaguar is sloppily parked or framed, (even if it's an E-Type!). We hold our phone vertically and the natural tendency is to take photographs the same way, yet this is rarely the best angle for Jaguars, even though social media sites such as Instagram are geared for this "portrait" format. Jaguars are longer than they are tall and direct frontal poses are seldom their finest aspect. All too often there is too much foreground or sky in the frame. Holding your camera horizontally (landscape format) is far better suited to car photography, although with flexible thinking there are occasions when portrait is best, such as the photograph of my E-Type and the dramatic sky.

For basic technique the "Rule of Thirds" (look it up) is the rule of thumb. Park your Jaguar off-centre »

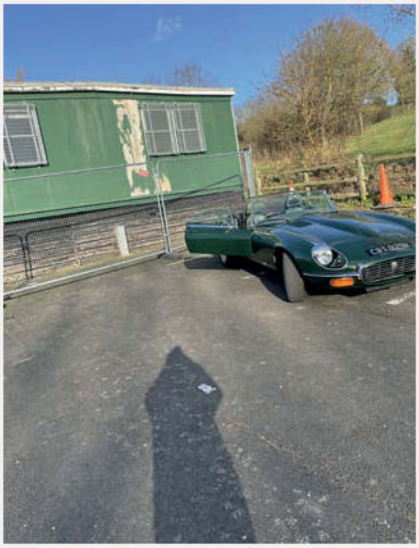


Exhibit one – no one would think this a good picture except the person who pressed the shutter (and perhaps through loyalty, his mother)

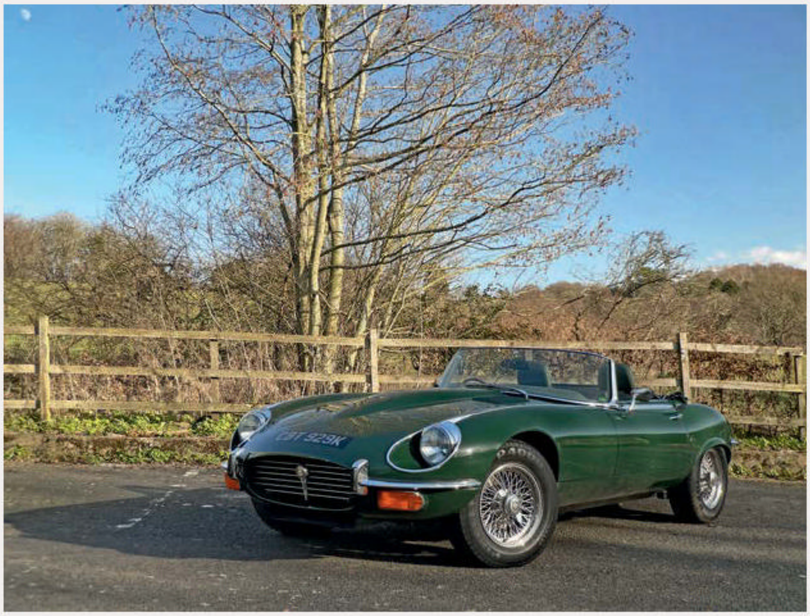


Exhibit two – making the best of a challenging location

to guide your eye to the scenery or for the foreground to lead to the Jaguar. Being creative is encouraged. It won't always work but when it does it marks out the winners.

There are certain staple shots in the field of the automotive photographer, so let us run through them with particular regard to applying smartphones to the task. However, in all that follows remember composition is king.

STATIC PHOTOGRAPHY

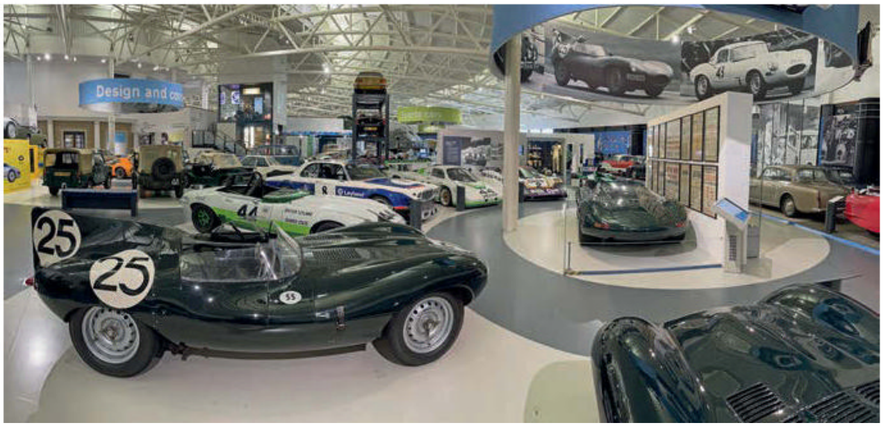
These are the type of pictures you will mostly capture, where your Jaguar is stationary on its own in a handsome setting or together with others at a car show. We can learn a lot from the hideous photograph of my E-Type outside the shabby hut and contrast it with the adjacent photograph in the same location. Exhibit number one is taken at a drunken angle and there is far too much foreground, itself dominated by the shadow of the buffoon taking the picture due to the sun being directly behind him. Litter is evident, the background is depressing, and the eye-level camera angle emphasises the traffic cones sprouting behind the car. The door is open, part of the car has been lost by the framing and the wheels are angled to present a view of the dirty tyre tread. About the only component where the photographer has scored success was to lower the roof as convertibles always look their best topless, although the idiot did leave the windows wound up. On the whole, it is a thoroughly abysmal effort. Exhibit number two was shot just a few feet to the side and therefore limited by the general location. Nonetheless, the low angle enhances the alluring stance of the E, with a three-quarter prospect (front or rear) that is desirable for most Jaguars. A half turn of the wheels in this shot presents a delicious aspect of the wires. The side lighting illuminates the main part of the car, casting highlights on the tyres and chrome. The countryside adds a pleasing backcloth without dominating the picture and the branches of the tree form a framing canopy reflecting an attractive fretwork of twigs onto the bonnet. I chose the

Capturing movement and people raises your game at a Jaguar show

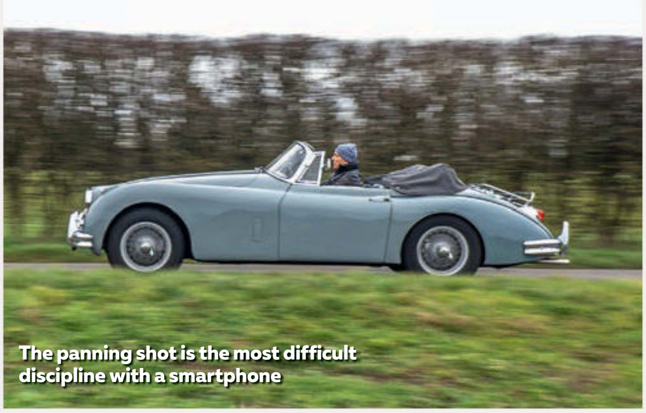
Portrait Mode blurs the background

Leading the eye is a creative technique

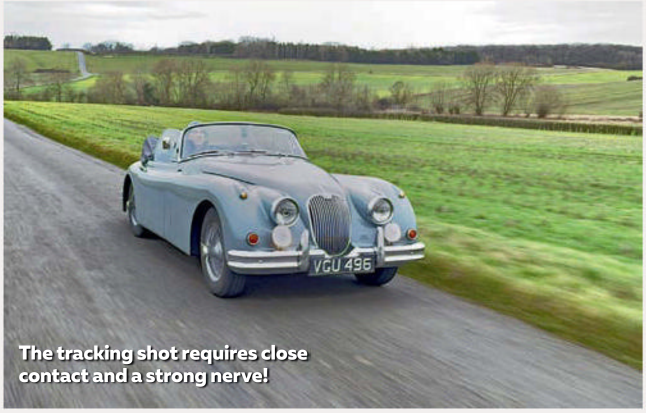
Be inventive with camera angles



Panorama Mode is ingenious but get too close and your D-type becomes banana shaped!



The panning shot is the most difficult discipline with a smartphone



The tracking shot requires close contact and a strong nerve!

shooting height to allow the upper fence rail to graze the top the windscreen, where a lower position would have rendered it visible through the glass and distracted the eye. Generally, a low or high angle is far better than eye-level when photographing Jaguars.

There is more to learn from this picture because even though effort number two is vastly improved it is not perfect. I would have preferred to move the car slightly to the right to separate it from the tree a little more but this would have revealed a litter bin, and I also didn't want to lose the moon that appears in the top left corner as a happy bonus to the photograph. The most glaring error of course is that the car is not sparkly clean but then that marginally disguises reflections in the side paintwork so let's pretend that was all part of my plan!

Both exhibit one and two were taken with automatic settings although the egregious one utilised the standard wide angle lens and the other an additional 2X lens, which is ideal for this style of "portrait" photography. Regarding focus, the camera does a great job on its own most of the time and the nature of mobiles is an inherently extensive "depth of field" meaning that generally most things are in focus.

On occasions you may wish to blur the background to emphasise the foreground, or vice versa, such as when taking detail shots inside the car. With a smartphone you can simply touch the screen and a box appears, locking focus at your desired distance. However, due to the characteristics of smartphones, to render everything else out of focus the camera must be very close to the part you want to be in focus, or (if you are looking for sharpness in the background) close to the part not in focus. Attaching an external 2X lens will also help reduce the depth of field and boost blur.

Many smartphones have clever programmes such as "Portrait Mode" that artificially create a blurred background (its posh name is the bokeh effect). The depth of blur is often adjustable although the focus subject usually needs to be at least a foot away, so this mode is more effective for exterior rather than interior pictures.

Another excellent feature on smartphones is the "Panorama Mode". Intended for outdoor landscapes it can also provide an intriguing view of a car show or museum exhibits.

When taking photographs inside or outdoors be careful of mixing bright sunshine and deep shadows. A beneficial setting on modern cameras is HDR (High Dynamic Range), which helps to retain detail by raising shadows and reducing highlights to regain balance in the picture and more resemble that seen through the human eye. HDR will help to illuminate dark footwells but using an external light source is also common practice for photographers. However, don't bother using the smartphone's in-built flash as lack of control renders it pretty useless in most instances.

ACTION PHOTOGRAPHY

This is the really fun photographic discipline and an activity you can share with friends (see my Brecon Beacons feature on page...). With action shots you either freeze movement or emphasise it by blurring the surroundings. For these effects manual control over shutter speed is necessary and achieved by downloading the dedicated app mentioned earlier.

To freeze movement a fast shutter speed is required. This reduces light through the lens and boosting the ISO counterbalances the exposure. Most smartphones offer very fast speeds plus enormous ISOs and are thus ideal for the task. The one caveat is that as ISO increases (typically above 800 or so) the image becomes increasingly grainy. Nevertheless, unless you are projecting your pictures onto a wall this is no big deal.

On the other hand, if you are looking to blur the background and freeze a moving Jaguar against it then a slower shutter speed is required. This swallows copious light and on a bright day, even with the ISO at its lowest setting to compensate, most smartphones will still return an overexposed image. If we could adjust the aperture all would be well, but on a phone that is not possible. The solution is to cover the lens with a Neutral Density Filter and fool the camera into thinking it's a dull day. Such filters are pieces of grey glass attached just like the external lens by clips or threads. Your manual control app does offer some information to help judge correct exposure but take a few trial shots to gauge for accuracy. Many of you will be unfamiliar with manual settings so try to learn the principles of the controls (shutter speed, ISO) and how they interact, then snap away and see what happens.

Armed with our technology, newly acquired knowledge and the swagger of a professional, we are ready to venture out and capture a moving Jaguar. Freezing the action is the easier discipline although less used because it can often just look like the vehicle is stationary! However, employed » with purpose it can be worthwhile in situations such as illustrating body roll on a corner or capturing spray on a wet road. The key is to be creative.

Blurring the action is trickier. There are two principal elements that make for impressive images: the panning shot and the tracking shot. Panning is where you follow the Jaguar in the frame as it passes by, although it takes exhaustive practice to keep the camera level and at the same velocity. The slower the shutter speed the more motion blur but also the greater chance of messing it up through not holding the camera steady enough. The subject Jaguar need only travel past at around 30 to 40 mph to achieve impressive results. The wide angle lens can require rather frantic movement so the 2X lens is an advantage as it allows you to stand slightly further away. The example pictured here was taken at 1/100 second shutter speed.

The tracking shot is a real hoot. Basically, you lean out of a vehicle (seat belt on!) taking photos of the subject Jaguar whilst travelling in front, alongside or behind. The aforementioned principles of shutter speed apply although this time there is the handicap of an uneven road surface compounding camera shake. Because you do not need to move the camera to keep up with the subject this discipline is easier than panning, although usually requires a slower shutter speed to be effective. The example picture was taken at 1/60 second.

A low camera angle makes a feature of the meadow flowers and restrained editing enhances the colours

With action photography the more pictures you take the greater the likelihood of one being successful. Most smartphones have the option for continuous shutter release (sometimes known as burst mode) where the shutter fires several times a second. You can simply keep your finger on the button or the volume up switch often duplicates this purpose. The volume down switch can also be used for single shots, although is more convenient for static photography, particularly when holding the phone one-handed.

Ashness Bridge in the Lake District, where composition is king

EDITING

For many photographers the post processing of an image is at least as important as the taking of it. There is a major science involved with modifying light, colour and content from simple cropping to removing unwanted objects or even changing the sky. Basic adjustments can be accomplished on your smartphone using its existing software, with more advanced edits through the use of apps. It is very easy to get carried away and end up with an image that no longer resembles real life and I am definitely a supporter of the 'subtle is preferred' school of editing. Manual control apps also allow the use of "RAW" photography, where a wider manipulation of lighting characteristics can be adjusted over the stand JPEG image format. However, leave that for another day. For now, put down your copy of this excellent publication, take your phone outside and indulge in the art of Jaguar fashion photography. ■

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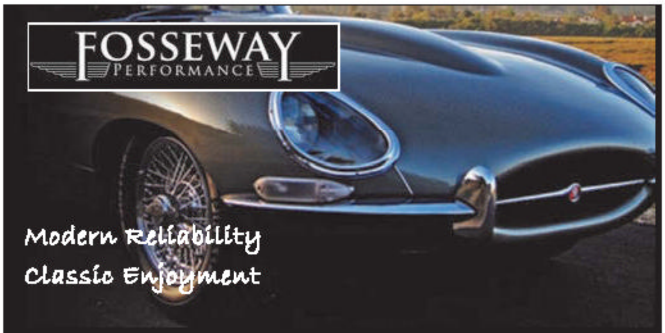
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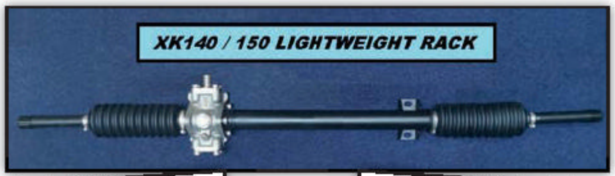

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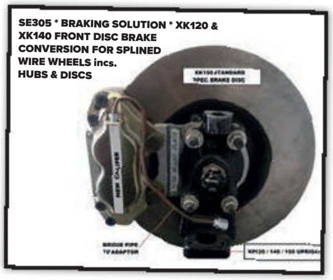
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ON TRACK

PHOTOGRAPHY:
ROGER, CHRIS & NICK GAGE

The 'modern era' of XK racing started in 1998 and following the halcyon days of the early 2000s, continues today as part of the 'Mike Hawthorn Jaguar Challenge'...

The genesis of XK racing that we see today dates back to an idea by our very own Jim Patten to celebrate 50-years of the XK engine in 1998. In collaboration with the JEC, or more specifically, the late and much missed, Graham Searle, it was decided to host an event at Donington Park race circuit. At the time very few XKs were competing, but some 34 cars made the grid, which along with races for E-Types and saloons, made the event so successful. With this impetus, the next year under the leadership of Terry Dye, JEC Racing was formed at a meeting in the paddock restaurant of Castle Combe circuit. A series exclusively for XKs was created, and over the next two decades flourished then gradually waned as some drivers and cars moved on to 'better things', such as Classic Le Mans. With increasing values, other cars were returned to road use, but today a core remains competing in the 'Mike Hawthorn Jaguar Challenge', organised by Chris Robinson. For details, he can be contacted via: **07796 682096** or **grandadbuck@btopenworld.com**. An eponymously named Facebook group is also a source of information.

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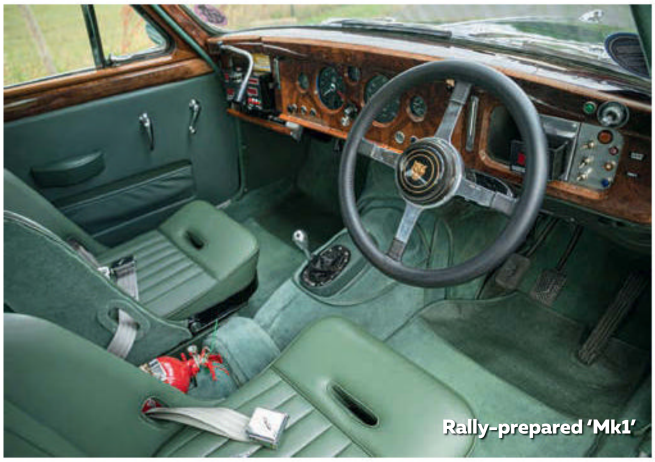
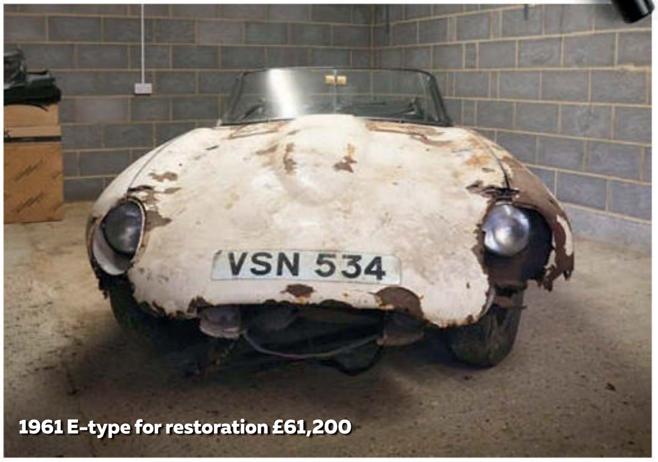
MARKET WATCH

Tony Brown takes a look at some of the most tempting cars for sale and report on others that have sold – from affordable classics through to premium-priced gems



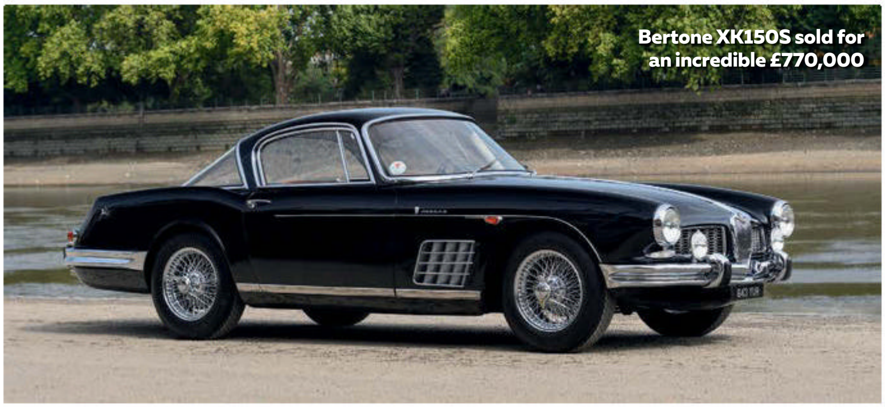
Rally-prepared 'Mk1'



1961 E-type for restoration £61,200

When Covid hit us, auction houses could no longer hold sales in the usual way, so they had to get inventive. Cars were accepted for sale based on photos supplied by the seller. Some auction houses then took their own upon receipt of the car, but others seem not to have done so. Now, if you were looking to buy a classic would you do so based just on photos? I've seen enough dodgy cars in my lifetime to know that only a good session of touchy-feely would convince me the car was one that I would wish to own. Yet these auctions seem to be working well, so perhaps my antenna are working overtime, but I recently heard of someone who turned up to pay for the car, took a quick look, and walked away. As the old Hill Street Blues saying goes, "let's be careful out there". And to give you nightmares, have a look at this car that a restorer took in for a "cosmetic refresh" that ended up costing £70,000.

Have you sometimes wanted to go rallying? No, not the Sunday afternoon ramble on a treasure hunt but proper rallying. Halda Tripmaster, safety harness, et al. If the latter, you'll know how expensive it can be to prepare cars to a standard to pass scrutineering. Take a look at this 'Mk1' interior as an example. This car was bare-metalled, repainted, new bucket seats and a complete retrim, 3.8 hot engine, new stainless fuel tank, lines and exhaust system, and that is just the start of the complete specification. Such a car is going to set you back, excluding the purchase price of the donor car, at least £100,000. OK, you don't mind, enter rallies and then find out it isn't really for you, so now you want to sell the car. Silverstone Auctions offered this one with a presale estimate of about £70,000, and guess what? It didn't sell. The market for such a car is very limited, and while the car is an absolute bargain even at these prices you can buy a very nice standard car for about £30,000.



Bertone XK150S sold for an incredible £770,000

We've all seen it, that moment when two people are determined to buy whatever – a painting, jewellery, or a car, at auction. I once saw a brown VW Samba bus sell for over $200,000. Why? Don't ask me and likewise for my next offering. Many of the Italian design houses have made specially bodied Jaguars, and here we have the Bertone XK150S. Now in their own right these are pretty rare cars, being the precursor to the E-Type and sporting triple SU carbs, A ballpark figure of £100,000 would give you a clue, but this one-off coupe by Bertone started higher than that and the hammer fell at £770,000. I reckon the happiest person was, on reflection, the loser in this titanic battle.

Still looking at 'different' sales, have a look at this E-Type. I saw it in the flesh several years back and I could see the road through the bonnet and inner wing. It still sold for £64,000 just the same. Well, the owner stocked up with boxes and boxes of new parts and then got cold feet. The car now sold on for £61,000… just the same. The car is a 1961 flat floor, so collectable, but a professional restoration is going to set the owner back about £150,000 I guess, and at the end of it he'll be sitting on a serious loss.

Let's cheer ourselves up somewhat and have a look at this 1993 Jaguar Sovereign. 23,000 from new, four owners including two titled ones, and all yours for £10,600. Perfect for taking 'er indoors and the mother-in-law out for a picnic in the summer, and a car to last you for years.

Yet in an H&H online sale, this 1976 3.4 XJ6 S2, new suspension, brakes and exhaust, didn't even reach its reserve of £2,500. Something very strange here it seems.

Moving to the other side of the pond, it is becoming alarming to see how many collections are being sold off, most probably because the owner has passed on. One such, held by Mecum, included a superb 1988 XJ estate. Bought in New Jersey, shipped new to the UK and Predator Car Company for the transformation, and now up for sale with 35,000 miles from new. This was a superb conversion, and given the rarity sailed past estimates to $55,000.

'Star quality' can sharply alter the price of a car for sale. Go back some years and the Morse Mk2 sold for £50,000 in a poor condition. Elton John sold his cars for, in some cases double their real value, the Princess Diana Escort RS Turbo fetched an eye-watering £650,000 last August, and amongst the previous owners of my XKSS I have a copy of the V5 when the car belonged to Michael Palin. I drive it with cotton buds up my nose of course. Too late for this article I am afraid, but the more prosaic Endeavour Inspector Thursday 'Mk1' is coming up for sale. It was last offered in 2018 with a lower estimate of £38,000 but was withdrawn from sale but now has reared its head again and when you read this will, or will not, have found a buyer, this time with a bottom estimate of £35,000. For goodness sake, it's only a basic 2.4 saloon when all is said and done! I'll report back to with the final outcome next issue. But in this market I'll be very surprised if it doesn't return home for the second time. ■

Magnificent Jaguar Sovereign with low mileage and full history

1976 XJ6 failed to reach reserve even at a measly £2,500

Superb XJ40 estate, beautifully converted, low mileage, and well sold

Endeavour 'MK1' up for sale with an estimate of £35,000

THE SUNDAY NIGHT SESSIONS

Peace is in sight and talk is focusing on what happens after the war. Hassan and Baily think they know what sort of engine is needed, but the Chairman, as ever, sets the benchmark. While he's not locking horns with his Canley car-building compatriot that is…

WORDS: **LINDSAY ROSS** WILLIAM LYONS ILLUSTRATION: **JOSE MARIANO RAMIREZ BARQUERO**

"Lyons, Black here". It was always a respectful tone between the two west-midland automotive giants, but tension was never far away. William Lyons held the phone slightly away from his ear as if to emphasise his mild aversion to the man from the Standard Motor Company.

Alice Fenton hovered. Lyons looked up at her, he knew she worried about Captain Black and his brusqueness. She always called him a bully by profession. He had told her that was what it would take if this country was going to beat the Germans. True that, she'd said.

"Just to let you know I won't be building your 2.5 and 3.5 litre engines after the war, or the chassis", Black said in a matter of fact tone. "We are consolidating our range of cars and concentrating on mass-producing the Vanguard".

"Oh", Lyons replied, equally coolly. "That means you will want to sell the tooling then". It was a statement of fact. He had been over this scenario many times when he'd been unable to sleep at night, pondering 101 different possibilities. This was one of the good ones. One with the chance of a big potential benefit. As long as the price was right.

"Hmm. Yes", Black hesitated. "Hang on, just looking for the asset register. Here we go, tooling for both engines stands on our books at a tad over £16K. Still interested?" -1-

"Hah, yes", Lyons said, formulating a strategy in his mind. "But not at the Standard book price of course".

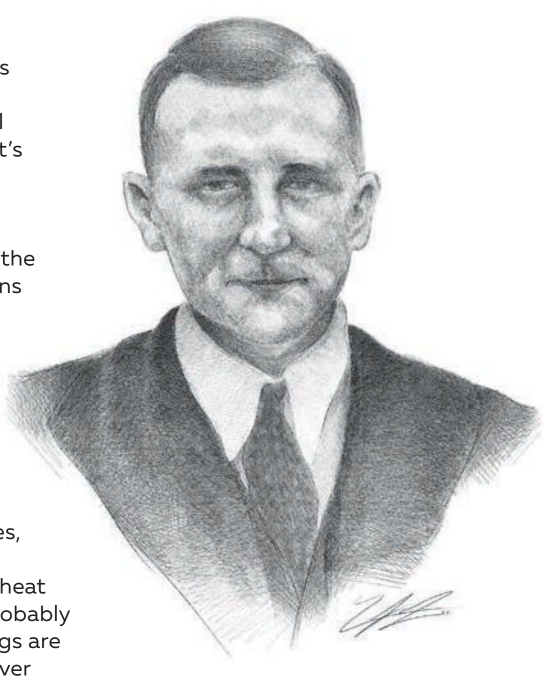
"No, so what about £10K. £5K now and the rest when the war is over? I need the space, old boy".

"Understood. Can I ring you back, Cap'n Black? I just need to talk to a colleague. Thanks". Lyons put the phone down. "Alice, can you get Arthur Thurstans and Bill Heynes for me please. Tell them it's urgent and Thurstans is to bring the cash projections. Thank you".

The Chief Accountant and the Chief Engineer convened around the Chairman's conference table. Lyons explained the situation. "Heynes, you've seen the tooling, can you put a value on it?"

Heynes smiled. "Nothing like being put on the spot is there? From what I've seen, there are sandcast mould plugs, so each crankcase is moulded in one piece. He has milling machines, line borers, crankshaft lathes and surface grinders. Not sure about heat treatment for the crankshafts, probably outsourced. The rest of the casings are pressings, the sump, the valve cover etc. Plus general machining facilities for ancillary pieces of course. We'd need to know what he is selling, precisely, to understand what other costs we face. Jack Beardsley has accumulated a lot of machines in Leicester, he knows the values. He should come with us to see what's what, I believe".

Lyons was looking intently at Heynes, "I agree", he said. "Thanks, I know you're busy, you can go now. Come with us tomorrow". He looked up at his office assistant. "Alice, can you get Jack Beardsley down from Leicester to come with us to Canley tomorrow morning?' Then he turned to his money-man. "How does a £10K outlay sit with you?"



"Well", Arthur Thurstans said, looking at a ledger. "The overdraft is under control at £88K. Pre-Tax profit is forecast to be £67K for this year but corporation tax is 43% - there are rumours the government will raise it to 70% to pay for the war. The MOD are slow in paying so we have more creditors than we should have. I know you don't want to sell Motor Panels but the bank is strongly advising it, and Rubery Owen have offered us £2 a share – that would be £50K, effectively double what you paid for them. Oh and there was £30K for the building air raid precautions. Jack's machine-tools are all on a government grant basis. Most companies are hoping they won't have to pay the full market value for them when the war is over. Jack has probably spent £20k on machinery, most of which we have clawed back from the ministry under the different contracts”. Arthur Thurstans looked at his MD. “That’s it in a nutshell. Of course £10K is fine. It’s just all of the other issues you need to be aware of, which no doubt you are”.

“Yes. Thanks. Can you write a cheque to Standard Motor Co for £5000 please, dated today, and we’ll take it with us in the morning. In fact, no. I know what Black is like, he’ll change his mind, especially if he knows we’re seriously interested. Alice”, he looked up at his assistant. “Can we do a letter to Standards now please? We’ll get the letter and cheque delivered this morning”. Alice Fenton went to fetch her notepad.

“Strike while the iron’s hot, eh?” Thurstans said, smiling.

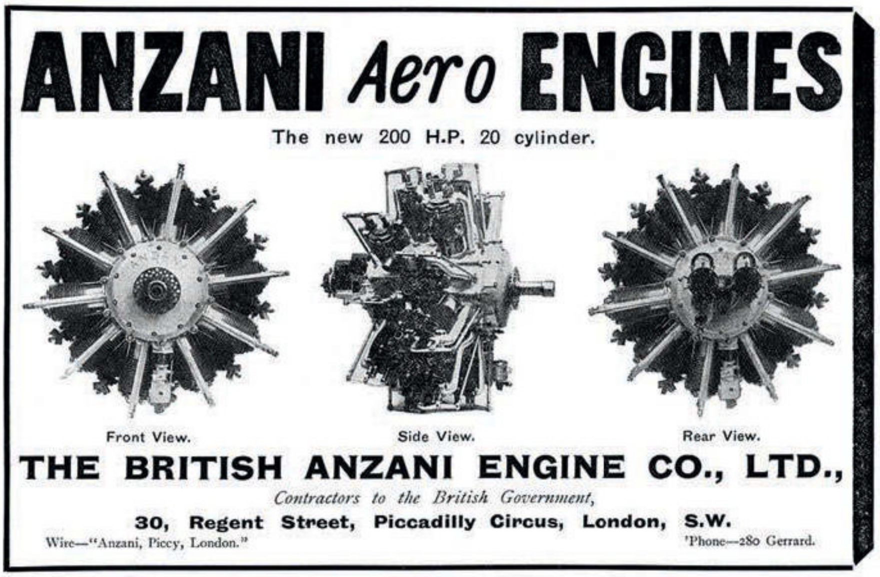
“Indeed”, Lyons said. “We’ll collect the tooling as soon as we can too”.

The accountant nodded, “Hassan and Baily will be like pigs in muck with their own engine to develop, sir”.

Lyons grinned, “You’re right”. He leaned back in his chair with both hands behind his head. “I am really proud of what this company has achieved over the course of the war. We’ve made the very best products for our armed forces. Just imagine where we’d be now if we’d been able to concentrate on building cars!”

* * *

Claude Baily had to pinch himself occasionally. He’d completed an apprenticeship at British Anzani Aero Engines where he had a hand in designing their range of automotive air and water-cooled engines. Anzani were used by AC Cars (a side valve 1496cc that would become the famous AC 2 litre engine), Frazer Nash who latterly supercharged the same engine, a V-Twin for Morgan Motor Co and probably his crowning glory, the twin-cam R1 engine for Squire Sportscars at Henley on Thames. In 1928 he joined the vast Morris Motor Co, and was appointed Chief Draftsman of the Morris Engine works in 1931. The many improvements in reliability and performance that Baily bought to the Morris and MG range of cars were such that in 1940, when Walt Hassan left SS Cars for Bristol Aviation, Will Heynes convinced him there was a bright future at the much smaller SS Cars and appointed him as Chief of Engine Development.



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> **“We know it works, Jaguar is what people want, they aspire to the name, it’s no secret”**

And here he was, on a Sunday night, huddled in the Foleshill boardroom – the highest room with the best view, purportedly keeping an eye on the surrounding area for signs of incendiary bombing. He was with one of the country’s leading car-making figures, and two of the brightest automotive engineers of the era, discussing future plans for Jaguar engines. William Lyons kept using the term Jaguar, Baily thought to himself at the time. Perhaps he knew something the others didn’t.

“Smart and powerful”, Lyons, the instigator of these sessions, would say. “Something like the Peugeot and Sunbeam race engines”.

“Or the Squire Anzani engine that Claude here developed”, said Walt Hassan. “A work of art if ever I saw one. Smooth and powerful too. I reckon we could scale that up, don’t you, Claude?”

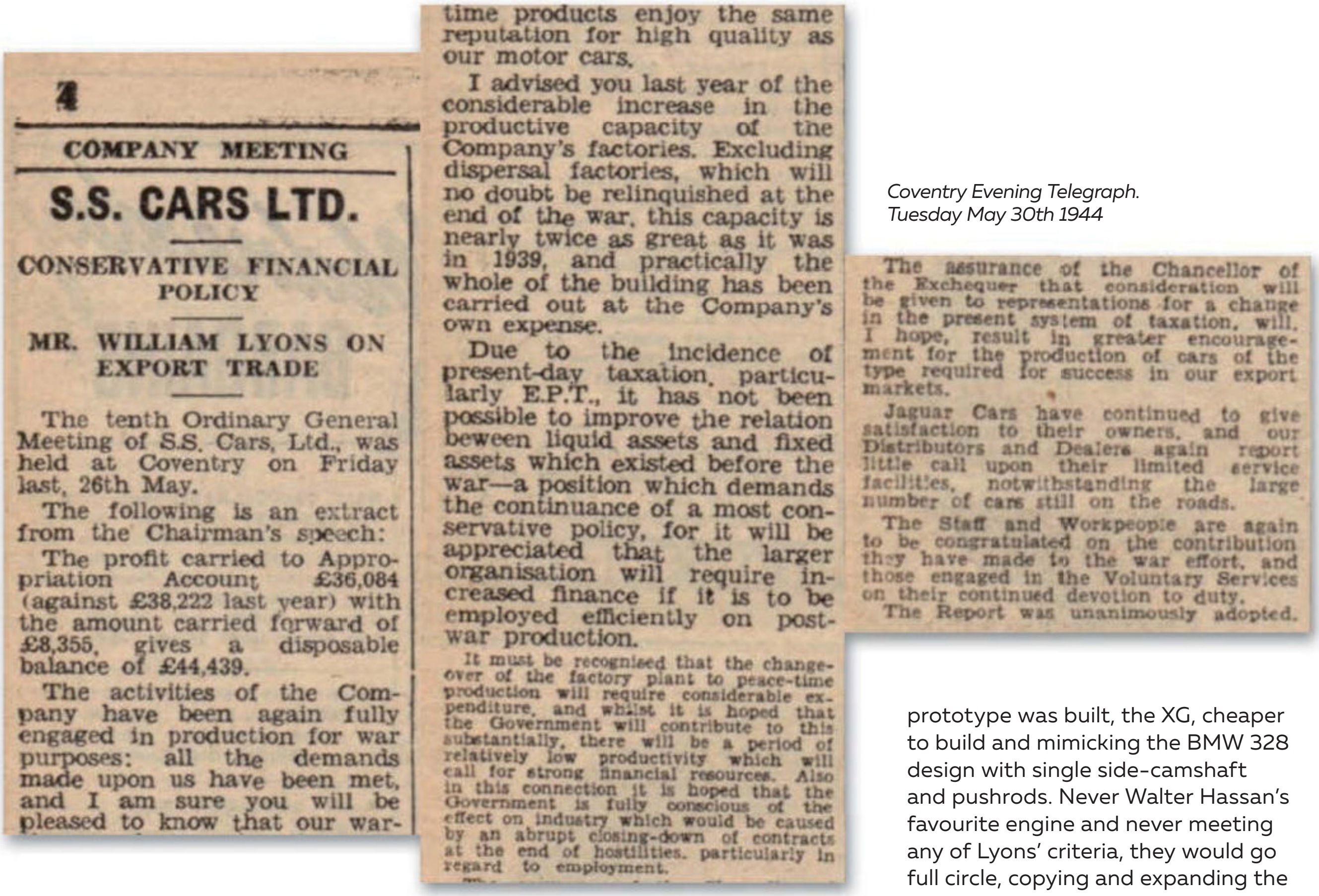
“Well,” Baily said cautiously. “The Squire was an out and out sportscar, we are talking about a much heavier car here with noise constraints. We also have to think about post-war conditions, petrol will be in short supply for a while and probably expensive. People won’t have much money to spend on cars either”.

Hassan sat back and folded his arms and looked at his fellow engineers. “You’re right. Four-cylinder, two litre, with a single overhead camshaft would probably be the cheapest to build, and for drivers to run. Not too noisy either”.

Lyons was stroking his chin. He looked at Will Heynes and counted on his fingers as he spoke. “Jaguar cars have always sold on their various merits, a; attractive styling, b; comfortable and quiet, c; when you open the bonnet you feel like it is something special, you want to show it to your friends, and d; probably the most important feature of all, 100mph performance”.

Will Heynes looked down at his notepad, smiled and shook his head simultaneously. “I can’t disagree on any of those points. It’s what we are all here to do – to carry on like we have done in the past. We know it works, Jaguar is what people want, they aspire to the name, it’s no secret. Our engine has to do better than the old Standard lump though, so a minimum of 6 cylinders, 3.5 litre, smooth power delivery, quiet and nicely finished. In a nutshell”.

“The other thing to bear in mind, Gentlemen”, Lyons continued, “is that the pre-war bodies are going to continue for some time until we can fully organise production, achieve some decent revenue, and get some new-car development done. Standard engines are no longer available to us, so this new engine is an imperative once the war is over. I think the 4-cylinder is a good idea for the reasons you stated,” he »



4

COMPANY MEETING

S.S. CARS LTD.

CONSERVATIVE FINANCIAL POLICY

MR. WILLIAM LYONS ON EXPORT TRADE

The tenth Ordinary General Meeting of S.S. Cars, Ltd., was held at Coventry on Friday last, 26th May.

The following is an extract from the Chairman's speech:

The profit carried to Appropriation Account £36,084 (against £38,222 last year) with the amount carried forward of £8,355, gives a disposable balance of £44,439.

The activities of the Company have been again fully engaged in production for war purposes: all the demands made upon us have been met, and I am sure you will be pleased to know that our war-time products enjoy the same reputation for high quality as our motor cars.

I advised you last year of the considerable increase in the productive capacity of the Company's factories. Excluding dispersal factories, which will no doubt be relinquished at the end of the war, this capacity is nearly twice as great as it was in 1939, and practically the whole of the building has been carried out at the Company's own expense.

Due to the incidence of present-day taxation, particularly E.P.T., it has not been possible to improve the relation beween liquid assets and fixed assets which existed before the war—a position which demands the continuance of a most conservative policy, for it will be appreciated that the larger organisation will require increased finance if it is to be employed efficiently on post-war production.

It must be recognised that the change-over of the factory plant to peace-time production will require considerable expenditure, and whilst it is hoped that the Government will contribute to this substantially, there will be a period of relatively low productivity which will call for strong financial resources. Also in this connection it is hoped that the Government is fully conscious of the effect on industry which would be caused by an abrupt closing-down of contracts at the end of hostilities, particularly in regard to employment.

The assurance of the Chancellor of the Exchequer that consideration will be given to representations for a change in the present system of taxation, will, I hope, result in greater encouragement for the production of cars of the type required for success in our export markets.

Jaguar Cars have continued to give satisfaction to their owners, and our Distributors and Dealers again report little call upon their limited service facilities, notwithstanding the large number of cars still on the roads.

The Staff and Workpeople are again to be congratulated on the contribution they have made to the war effort, and those engaged in the Voluntary Services on their continued devotion to duty.

The Report was unanimously adopted.

Coventry Evening Telegraph.
Tuesday May 30th 1944

looked at Baily and Hassan. "If we can build one with the tooling we are buying from Standards, then fair enough, but if it means more tooling, and I suspect it will, then it won't be the favourite in my eyes, or in the eyes of the bank".

Lyons drew the line at a drawing board and camp beds being established in the boardroom. We have minimum standards to maintain for the shareholders and the bank he said, somewhat haughtily. The three engineers and their boss reconvened in a development office taking turns to do a patrol around the factory site. At least there they could mark up conclusions from the technical discussions on drawings that could be fleshed out during the week.

Outcomes from the Sunday night fire-watch sessions were to be an important turning point for the company. The XA to XE engines were developed on paper in this way but actually never produced. The XF was a Baily design 4-cylinder, twin-overhead camshaft engine of 1360cc, in 6-cylinder format 2040cc. Although still based on the SS 1776cc (termed the '1 1/2 litre') bottom end, it was the first Jaguar engine into Walter Hassan's prototype shop for test and evaluation. Production had taken far longer than expected due to restrictions on non-war-effort, and it wasn't until after the war that the next prototype was built, the XG, cheaper to build and mimicking the BMW 328 design with single side-camshaft and pushrods. Never Walter Hassan's favourite engine and never meeting any of Lyons' criteria, they would go full circle, copying and expanding the XF via the XJ, eventually arriving at the XK engine design much later in 1948.

Jaguar Cars Ltd. Company No 333482 was officially adopted on 9th April 1944 and the SS Cars Ltd title retired. William Lyons addressed the press in his classic understated style: "we wish to disassociate ourselves with certain members of the community not held in high regard, and to this end…"

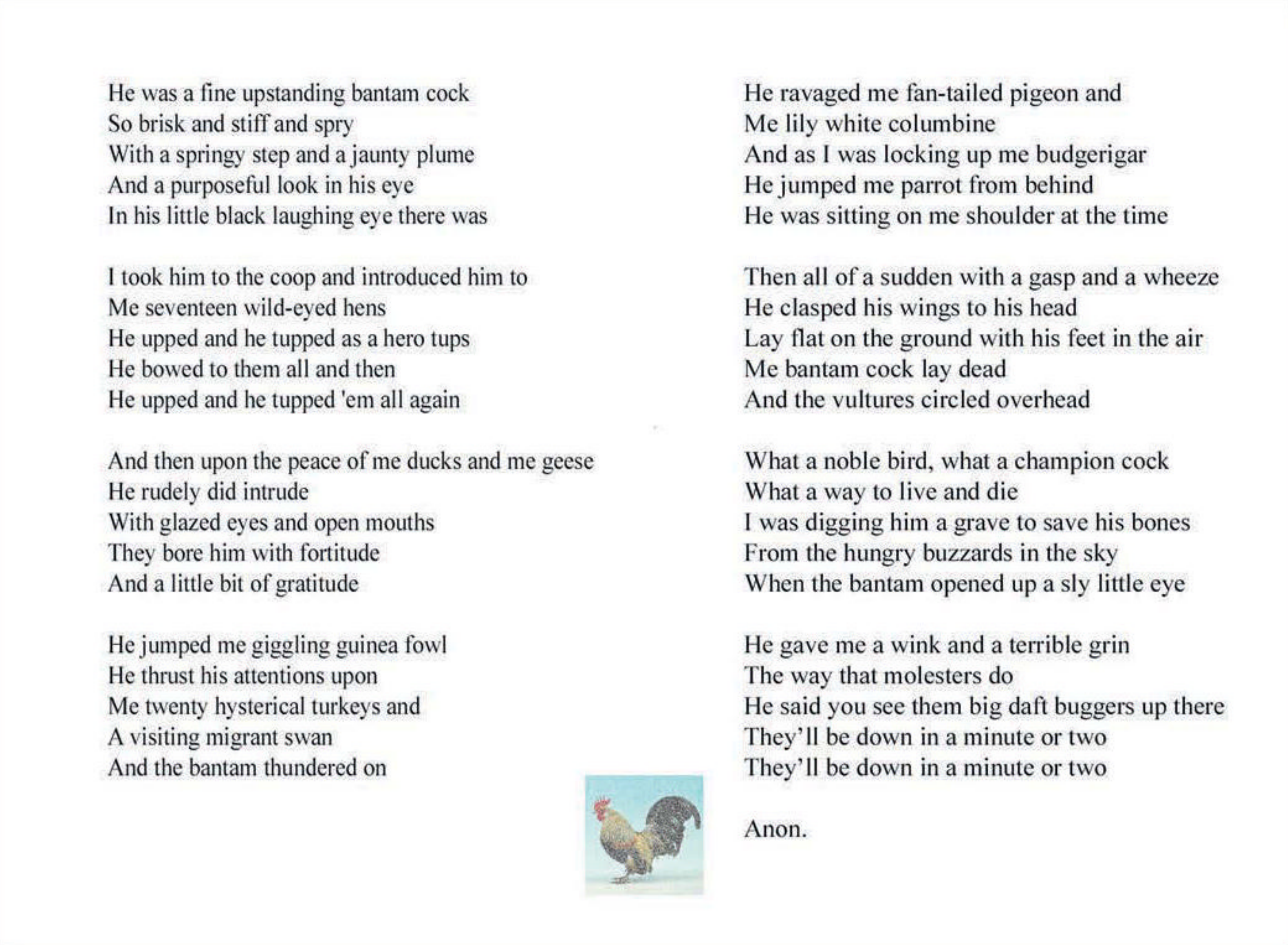
Nazi Germany was capitulating under pressure from the Allies in Europe. The end of this truly horrific global conflict where some 60 million people -2- lost their lives, was in sight.

Spring 1945 saw the last garden party of the war in the grounds of Wappenbury Hall. There had been a gathering each Spring and Autumn Bank Holiday Monday since 1941. Mr and Mrs Lyons and family threw the grounds open to between 250 and 300 employees and their families, quietly selected by line managers on a basis of merit (the company employed approximately 1200 at the time).

Rationing was still in place, so everyone was instructed to bring a

THE AUTHOR

Following on from previous instalments, Lindsay Ross, marine engineer, Jaguar enthusiast and novelist, continues to explore the fact based fictional possibilities of William Lyons automotive journey. These *CJ* pieces will morph into a future novel with the working title of 'Lyons' Circle', copiously illustrated with the beautiful line drawing work of artist, Enar Sayatova. To view the full body of Lindsay's work, visit: **www.lindsayross.co.uk**



He was a fine upstanding bantam cock
So brisk and stiff and spry
With a springy step and a jaunty plume
And a purposeful look in his eye
In his little black laughing eye there was

I took him to the coop and introduced him to
Me seventeen wild-eyed hens
He upped and he tupped as a hero tups
He bowed to them all and then
He upped and he tupped 'em all again

And then upon the peace of me ducks and me geese
He rudely did intrude
With glazed eyes and open mouths
They bore him with fortitude
And a little bit of gratitude

He jumped me giggling guinea fowl
He thrust his attentions upon
Me twenty hysterical turkeys and
A visiting migrant swan
And the bantam thundered on

He ravaged me fan-tailed pigeon and
Me lily white columbine
And as I was locking up me budgerigar
He jumped me parrot from behind
He was sitting on me shoulder at the time

Then all of a sudden with a gasp and a wheeze
He clasped his wings to his head
Lay flat on the ground with his feet in the air
Me bantam cock lay dead
And the vultures circled overhead

What a noble bird, what a champion cock
What a way to live and die
I was digging him a grave to save his bones
From the hungry buzzards in the sky
When the bantam opened up a sly little eye

He gave me a wink and a terrible grin
The way that molesters do
He said you see them big daft buggers up there
They'll be down in a minute or two
They'll be down in a minute or two

Anon.

"we wish to disassociate ourselves with certain members of the community not held in high regard, and to this end..."

plate of something, whatever they could manage. The Hall gardens provided as much accompanying vegetable and salad-stuff as could be (or wanted to be) eaten, with home-made apple and pear wine for the ladies and beer made from Warwickshire hops for the gentlemen.

Jack Beardsley was the master of ceremonies at the traditional 6pm presentation-time where retirees, notable leavers, best achievers and general all-round stars were awarded. "Ladies and Gentlemen", Beardsley said, swaying slightly, it had been a long afternoon. "We are saying goodbye today, to one of our absolute heroes. He's been with Jaguar since the Blackpool days building sidecars and Austin Sevens, the SS1s, the SS2s, and the very first Jaguar saloons. He has always been Mr Lyons' right hand man in body design. So, hand round the handkerchiefs and give a rousing round of applause to Mr SS, Mr Indispensable – I give you, Mr Cyril Holland!" The ever-modest coach-builder waved away calls for a speech once the crowd had stopped clapping and cheering.

Not so George Bailey, winner of the Star Apprentice award. Having given profuse thanks to his boss, Jack Beardsley, for taking him on and nurturing his machining skills to a point where he was a leading-hand in the machine shop, he finished with the immortal line. "I've heard so much about this blooming cockerel from the men in the shop, I think it's about time I actually heard it. Ladies and Gentlemen, it's time to cover your children's ears, only joking, I've been told it's not that rude, and welcome to the stage Mr Jack Beardsley and his irrepressible Bantam Cock!"

The men in the shop had been correct. His boss's delivery of the old poem was hilarious. The Jaguar employees and families present that evening went home with laughter ringing in their ears. ■

***1-** £1000 in 1944 is worth £56,735 in 2023*
***2-** Hastings M. All Hell let Loose - the World at War 1939-1945. Collins, ISBN 978-0-00-745072-5.*

NEXT TIME: Post war production and the accidental success of the XK120.

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117308

JAGUAR XJS

£24,500. An Absolute Eyeful 1990 Jaguar XJS V12 Convertible Automatic with only 53,000 miles from new with extensive service history. New tyres and MOT. Not only a fantastic looking car and a real head turner but drives superbly having recently had £7,000 spent to bring this car up to the standard that you would expect from such a high-quality Jaguar. Every conceivable extra including Chrome wire wheels, arches, twin headlight conversion, wood rim steering wheel and rear mounted spoiler and lots more. Finished in Silver Ice Blue, Grey leather interior piped in Blue, Blue Mohair electric hood. All handbooks, manuals, original unused tool kit etc. Please call 01794390895, South East. (T)
117356

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2000, 164000 miles, £5,000. Grey Sovereign XJ8, Excellent Condition, Brand New Battery, All Black Leather Interior.The professional image shown with the building behind it was at a Jaguar Rally it is the same car for sale. Please call 07563739899, East of England.

117241

JAGUAR S TYPE

2002, £10,000. 2002 Jaguar S Type R auto in Anthracite Grey with black leather. 4.2 V8 supercharged, 400 HP. 0-60 5.3 secs. Max 155mph. 52,500 miles from new. MOT to 22/ 01/ 2024. One family ownership from new. File of bills from the date of purchase in 2002. VGC. sat nav, cruise control, air con, hi fi. Electric windows, mirrors ,seats, steering wheel. Please Call 07971079448, South West.

118190

JAGUAR S-TYPE

2006, £8,495. Jaguar S type R. In grey, 77,500 miles from new; MOT till March 2023, full-service history. A1 Condition. Please call 07914389236, Yorkshire and the Humber.

117873

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POA. A original RH hand classic, with a Jaguar Heritage Certificate, detailed in the XK Southern hemesphere book with a comprehensive history. Please call 027 835370441, East Midlands.

117935

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116615

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POA. An original 1962 Jaguar 3.4 manual overdrive car in excellent all round condition restored 5 years ago that has benefited from the dry South African climate with a very sound bodyPlease call 027 835370441, East Midlands.

117936

JAGUAR XK

2005, £16,000. Aluminum XK with heated seats and steering wheel. Service History. Please call 01492 870150, Wales. (T)

113665

JAGUAR E-TYPE

1974, £129,995. A stunning UK supplied vehicle which has been the subject of much recent work. Recent invoices totaling nearly £30,000 demonstrate that no stone has been left unturned with this car. Please call 01798 874477, South East. (T)

116680

JAGUAR E-TYPE

1973, £119,995. According to the Jaguar Daimler Heritage Trust Certificate that accompanies this extraordinary E-Type Series 3 V12 Roadster this car was supplied in September 1973 by Henlys of Manchester. Please call 01798 874477, South East. (T)

116681

PAUL GUINNESS

So long, farewell, auf Wiedersehen, goodbye…

> “Jaguar has provided us with a sports car lineage that’s the envy of other makers”

If you’ve already read our esteemed editor’s rambling message at the front of this magazine, you’ll know that he’s about to bid adieu. (I say rambling – he might be coherent for once, but let’s assume not, if only for the sake of continuity.) And so, this issue brings to an end Ray’s time on *Classic Jaguar*, almost two years after he agreed – with the aid of bribery and threats – to take over from me.

The world of print media is tough these days, but a quality product will always sell – and *Classic Jaguar* has continued to thrive under Ray’s watch. I’ve enjoyed the results of the new contributors he’s brought on board, the new columns he’s introduced, and I’ve lost count of the number of laughter-filled phone calls we’ve shared during his tenure as editor.

Still, all good things must come to an end… which brings me neatly round to the subject of the Jaguar F-Type. (Okay, not neatly – that segue is about as subtle as a hammer drill.) The thing is, the F-Type is also about to depart, with production ceasing later this year. It’s another one of those ‘end of an era’ moments – and a particularly poignant one at that. It means the end not just of the F-Type but of the Jaguar sports car genre.

A few years ago, such a move would have been unthinkable. A Jaguar line-up without a sports car in it? Don’t be ridiculous! But we live in an era of great automotive change. And despite the sudden departure of Jaguar Land Rover’s CEO, Thierry Bolloré, at the end of last year, it seems his plan for Jaguar to be an all-electric brand by 2025 remains in place – and within that plan, there’s no room for a sports car.

Now, I realise that this is *Classic Jaguar* magazine, which means you’ll find little content (or comment) on the marque’s current line-up ordinarily. But to me, the F-Type is a classic in the making. It’s a fine representation of what makes a Jaguar sports car, from its sleek styling to its audacious performance. The fact that the flagship models come with supercharged V8 power, providing the ultimate raucous soundtrack, is the icing on the proverbial cake.

After 75 years, the Jaguar sports car is about to die. From the XK120 of 1948 through to the very last F-Type of later this year, Jaguar has provided us with a sports car lineage that’s the envy of other makers. It just seems unthinkable that the company which brought us the original XK and the legendary E-Type should take the momentous decision to opt out of this sector altogether.

I realise that a combustion-engined sports car will seem anachronistic to many potential buyers, but even the era of electrification brings sportster opportunities. Chinese-owned MG will be launching a new all-electric two-seater roadster within the next two years, so why couldn’t Jaguar follow suit with a more upmarket offering? ■

CATCH-UP TIME!

If you've missed out on some of the previous issues of *Classic Jaguar*, don't worry – it couldn't be easier to grab some of our great back issues. Check out the sample list below and then head online to:

shop.kelsey.co.uk/issue/CJG

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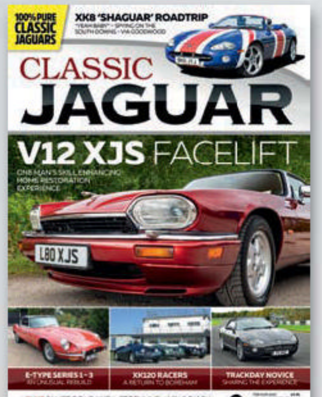
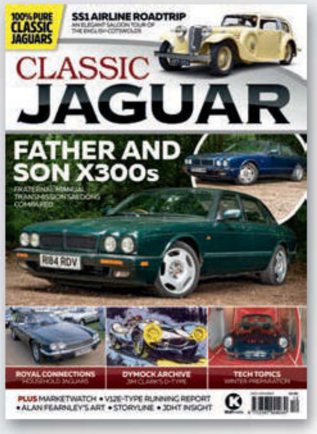

CLASSIC JAGUAR
XK8 'SHAGUAR' ROADTRIP
V12 XJS FACELIFT

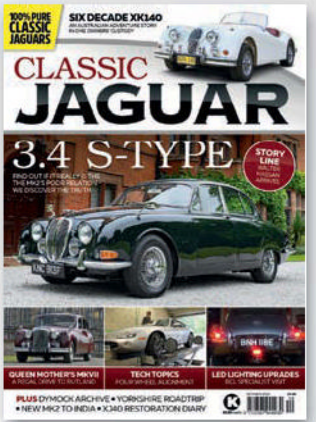
FEBRUARY/ MARCH 2023

- Skill enhancing XJS resto.
- 'Shaguar' XK8 roadtrip
- Trackday novice experience
- Archive – 'Lofty' England
- Tech Topic – Rustproofing
- £20 E-Type restoration?


CLASSIC JAGUAR
SS1 AIRLINE ROADTRIP
FATHER AND SON X300s

DECEMBER/ JANUARY 2023

- Fraternal manual X300s
- SS1 Airline roadtrip
- On Track – Silverstone Classic
- Alan Fearnley's artworks
- Tech Topic – winter preparation
- Royal Household Jaguars


CLASSIC JAGUAR
SIX DECADE XK140
3.4 S-TYPE

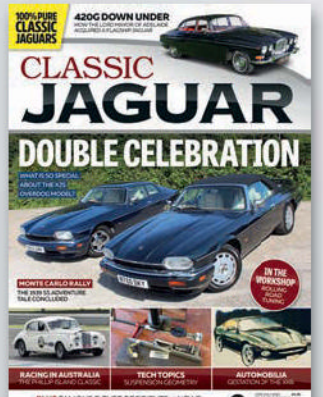
OCTOBER/ NOVEMBER 2022

- 3.4 S-type home restoration
- 60 year one owner XK140
- V12 E-type running report
- New Mk2 overland to India
- Walter Hassan - Storyline
- Royal MkVII roadtrip

CLASSIC JAGUAR
ARDEN MODIFIED XK8
2.4 'MKI' RETURNS

AUGUST/ SEPTEMBER 2022

- Recommissioned 2.4 'Mk1'
- Arden modified XK8
- E-type film stars
- Readers 'royal' collection
- JDHT at the Jubilee
- Factory 5-speed V12E


CLASSIC JAGUAR
420G DOWN UNDER
DOUBLE CELEBRATION

JUNE/ JULY 2022

- XJS Celebration in detail
- XJ40 Diary
- Australian 420G examined
- XJS & V12E Project cars
- Tech Topic – Wheel alignment
- XK8 Gestation

CLASSIC JAGUAR
Mk2 RACING FRIENDS
XKD518 STORY

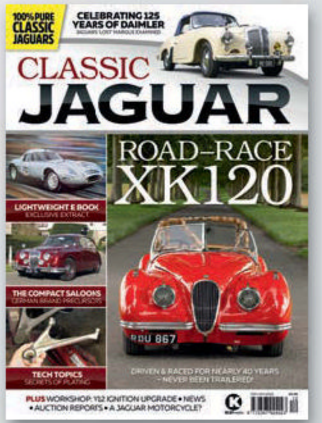
APRIL/ MAY 2022

- History of a red D-type
- SS Monte Carlo rally tale
- Australian Mk2 racecars
- XJS & V12E Project cars
- Tech Topic – Powder Coating
- XK120 Shropshire roadtrip

CLASSIC JAGUAR
3.8 E-TYPE COUPE
FAMILY OWNED 240

FEBRUARY/ MARCH 2022

- One family owned 240
- 3.8E on modern roads
- American Junkyard XJ40
- XJ-S Introduction
- Tech Topic - Chroming
- E10 fuel insight


CLASSIC JAGUAR
CELEBRATING 125 YEARS OF DAIMLER
ROAD-RACE XK120

DECEMBER/ JANUARY 2022

- Road & race XK120
- Daimler 125th anniversary
- A Jaguar motorbike?
- Lightweight E-Type
- Tech topic – plating
- V12 ignition upgrade

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